



Cascade Pacific *Plymouth*[®] Club, Inc.

Affiliate of Plymouth[®] Owners Club, Inc.

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

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Gas Fumes - an Adventure in Petrolania

"Fill'er up today with Ethyl Sir (or Ma'am)? Pull the release, and I'll check under the hood..... Your water level is OK, the battery is full, and the oil is about a quart low and getting a bit dirty....time for a change probably. If you pull up a bit I'll check your tires' pressure. Let me wash those windows, and if you step out I'll empty the ash tray and whisk-broom the floor mats."

If you're not as old as our "senior" club members, you've likely never enjoyed the kind of service described above. Perhaps you even consider that degree of pampering a Fairy Tale! It is not!

Service was paramount during the early days of motoring, and into the 1960s. At that time, a move to smaller more economical cars and introduction of pollution

and safety standards started the

▪ **Special Feature** ▪
Introducing your new club officers and directors - beginning on page 2



Doug Nelson's '33 in front of his Salem, Oregon gas station

major changes we now see in our "convenience store" gas stations.

You "youngsters" won't remember the ringing bell to announce our arrival at the pump-

island, often greeted by an attendant sporting a uniform shirt and cap with the company's logo ("you can trust the man who wears the Texaco star"). Some of us remember when we could "cruise" all night (in our small town) on \$.25, including a Coke and use of the rest room, when gas cost \$.10/ gallon! In addition, many stations offered premiums for purchases, including S&H Green Stamps that could be redeemed for useful items when the prescribed number were glued into the book the station provided.



Todd Call's '48 in front of the Roy Asbar gas station in Gresham, OR

See **FUMES** on page 5

INTRODUCING!

YOUR OFFICERS & BOARD OF DIRECTORS FOR 2002

Don't forget - Your Cascade Pacific Plymouth Club 2002 membership dues of \$20.00 are due by Jan. 1, 2002

President

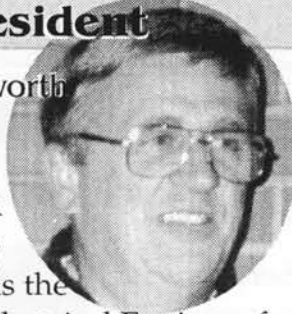
Steve Heaton



Steve is Vice President of Finley Sunset Hills. He organized a Cruzin' this past summer in support of CARE of Oregon. Steve resides in Aloha, OR with his wife LaDeane and their '48 Spec. Deluxe Plymouth, which is under restoration.

Vice President

Scott Farnsworth



Scott lives in Portland, OR with his wife Linda. Scott is the Consulting Electrical Engineer for Rail Transit System. Scott and Linda have a project going on their 1950 2-door sedan.

Secretary

Vicki Williams



Vicki worked as an Administrative Assistant with the City of Portland's Fleet Services Division and retired after 19 years. She lives in Canby with her husband Dave, their 1947 club coupe and a 1948 4-door sedan.

Treasurer

Dennis Rice



Dennis resides in Keizer, OR with his wife Barbara. They have a 1951 Plymouth. Dennis spent 32 years with the Oregon Department of Motor Vehicles as head of Drivers' Licenses.

Board Member

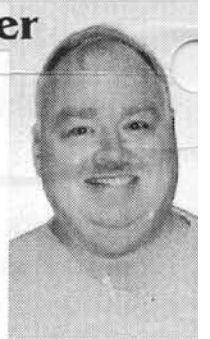
Bill Call



The driving force behind making this the fastest growing club in the country, Bill was the incorporator and now can relax as just a member of the Board. He, his wife Dolores and many Plymouths live in Happy Valley, OR.

Board Member

Jeff Jolly



Jeff lives in Oregon City, OR with his new bride Sandy and their '50 Suburban 2-door. Jeff has been instrumental in the formation and incorporation of CPPC and also chairs our Activities Committee.

Board Member

Duanne Luckow



Duanne lives in Portland, OR. He loves Plymouths but doesn't yet have one.

He is still trying to decide on which one.

Board Member

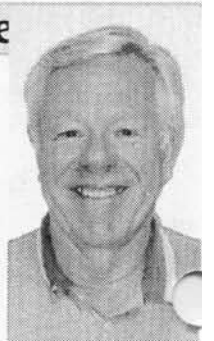
Clare Rogers



Board member Clarence Rogers resides in Newberg, Oregon with wife Sandra and their '49 Deluxe Business Coupe.

Board Member

Allen Tiffany



Alan and his wife Sharon live in Stevenson, WA with their 1928 Q Plymouth. They are active in Gorge cruise and show events.

Neil Riddle - the Plymouth Parts Locator

What a wonderful experience to be invited into Neil's parts warehouse in Shoreline, on the outskirts of Seattle, WA. Neil can't even remember the time he wasn't around Plymouth cars. He has his favorites today, but would not be pinned down to which ones. He has a '54 Belvedere, a '51 Concord in front of his beautiful home, but parked in one of his garages, under lots of Mopar parts is a '51 wagon and a '51 club coupe that need restoration. Neil's warehouse is full of parts he has collected over the years, many of these today are N.O.S.

Neil is a friendly guy with a contagious smile and laugh. When you go through Neil's warehouse besides the hundreds of parts, he also has a fascinating collection of memorabilia.

Sitting back in his office easy chair, Neil loves to talk about Plymouth cars. He is organized and well schooled on all Mopar cars. Neil's business is finding the parts for you, but if he doesn't have it he will give you some ideas where you can locate it. Club member Chuck Hamaker, a true Plymouth guy specializing in '39s is Neil's best friend and the two have been hunting and finding parts together for 25 years. We will be writing about Chuck in the future. He has one of the finest collections of '39 Plymouth parts in the country and it will blow your mind to look at all of Chuck's parts.

Neil can be reached at (206) 285-6534 (seaplym@hotmail.com)



Neil Riddle & Chuck Hamaker, best friends & Plymouth enthusiasts



Neil Riddle at work/play



The shop is bursting at the seams with Mopar...



Chuck & Neil check out an accessories chart



...and so are the shelves




Classic Plymouth poster on display





Wall to Wall Treasures


How Good IS Your Car?


Car quality evaluations are a rather subjective scale and are based on compilations of national/regional data by the editors of *Old Cars Weekly News & Marketplace* (published by Krause Publications, 700 E. State St., Iola, WI 54990) A description of the six condition codes follows.


 **(1) Excellent:** Restored to current maximum professional standards in every area, or perfect original with components operating & appearing as new. A 95+ point show-car that is not driven.

 **(2) Fine:** Well-restored, or a combination of superior restoration & excellent original. Also, an extremely well maintained original showing very minimal wear. Also may be driven 800-1000 miles per year to shows, on tours and for pleasure.

 **(3) Very Good:** Completely operable original or "older restoration" showing wear, a good amateur restoration, plus combinations of well done restoration and good operable components; or a partially restored car with all parts necessary to complete. Looks perfect from 20 feet away.

 **(4) Good:** Drivable vehicle needing no, or only minor, work to be functional. Also a deteriorated restoration or very poor amateur restoration. Even at 20' it clearly needs help.

 **(5) Restorable:** Needs complete restoration of body, chassis & interior. May be running or not but clearly not just a parts car. A challenge to restore but not seriously missing parts.

 **(6) Parts Car:** Where many of us start . . .



Spirit Mountain Winner

Curtis Perkins of Hillsboro, OR won this gorgeous 1949 Plymouth Street Rod (*above*) valued at \$13,500 in the Spirit Mountain Casino raffle. John Sweeney saw to it that Curtis received an application to our club so we may welcome him as a member soon.



"We're here to serve"

Fix-a-Flat Lament

"Fix-a-Flat". It works good, when you have a flat and do not have the time or energy to change the tire. However, do not breathe the stuff!! Last week I had a can of Fix-a-Flat under the seat of my '78 pickup, (It says on the can "do not store inside of your car" ...too bad I didn't read it.) That can blew up when the seat was adjusted and it was run over by the seat track. I drove the truck for a couple of days after, but the smell was so strong I could no longer stand it. So I attempted to clean it out. I removed the seat, and was hit with a rush of the rather toxic fumes. Right a way I became light headed, lost my balance and fell onto the door jamb of the truck, slicing my face open. (Lots of Blood.) When I got up, I took a quick break, cleaned up my face, then went back to cleaning out the truck. The remainder of the day, I was dizzy and my sight was clouded. That evening, Angie ended up taking me to the Emergency Room where I spent several hours wired like a surround sound system, and on 100% oxygen. After that I was pretty sick for several days.

So in conclusion, I recommend that if you have this product in your car or truck, **DO NOT** keep it inside of your vehicle!

Rob Butler
the "Toon Man"

FUMES continued from page 1

Stations were really SERVICE oriented in earlier times and had actual mechanics capable of fixing things! The stations sold and installed batteries, fluids, tires, and accessories. Lube and oil changes were recommended every 1000 miles. Early cotton corded tires only lasted a few thousand miles, particularly on



a classic Conoco (full) service station

the many unimproved roads before the super-highways.

Now fast forward to the present, where we stop to pump our own gas (except in Oregon). If we want clean windows, there may be a ragged sponge washer in a pool of dirty water we can use. We can check our own oil, and go to the combination cashier / polish sausage warmer / newsstand / lotto sales / snack display / sunglass rack / soda fountain / mini-grocery to get in line to buy a quart and pay for it and the gas.

There is now a real interest in early service stations and their equipment, and the "Petrolania" hobby has grown rapidly to preserve the memories of them. There are books on the subject, clubs, catalogs of restoration

supplies, and craftsmen who restore the colorful gas pumps, air stations, and oil tanks. There is a real demand for these items, and you will see beautifully restored examples at all major swap meets. One restorer reportedly sold \$65,000 worth of pumps and air stations at the Portland Expo Swap Meet in April 2001!

We are fortunate to have several dedicated hobbyists nearby that have recreated the "nostalgia" of the early service stations as a part of their shop facilities. Our May 2001 newsletter includes a picture of Pat Brost's 1933PD Plymouth in front of his colorful station at his home.

Bill Call recently visited Pat's station again, as well as 4 others to get pictures and take a "trip down memory lane". Of course, they all feature Plymouths in the shots! We will include a picture of these stations in this and future newsletters.

We hope you enjoy this "return to the past (or for you younger folks...a look at the past)". If you want to review this subject in more detail, you can get *Gas Station Memories* by Witzel, *The Gas Station in America* by Jakle and Sculle, or select from among other books advertised in car-hobby publications.

Larry Catt

What'zit?



Believe it or not there are members of Cascade Pacific Plymouth Club who do not recognize these little beauties (*above & below*), but without them you were absolutely "dead in the water" at a particular time in our national history. They are nostalgic for some and possibly a curiosity for others.



If you don't remember "service" stations you certainly won't remember gas rationing, blue points, red points, and all the rest ... *for the war effort !!!*

Larry Janlecke

Larry & Betty Janlecke of Camrose, AB, Canada are members of Cascade Pacific Plymouth Club. They are proudly shown here with their '66 Fury. Due to the great distance they are unable to attend meetings but they do keep in touch. Larry called recently to comment on Duanne Luckow's newsletter article on using staples to secure fuzzys. Larry & Betty requested we say "hi" to all our members.



Larry & Betty with their '66 Fury at home in Camrose, AB, Canada

Plymouth Parts/Cars To Sell

1937-39? Right rear fender
Tom (503)

1966 Station Wagon Has all papers & books. New transmission & tires. Generally good condition. \$600
Brad Murphy (503)
cel: (503)

Upcoming Events

June 26 - Regular monthly membership meeting (the 4th Tuesday), 6:30 kick tires, 7:00 meeting
Agenda: "Coolants" Radiator Service Co., Mr. Scott Bassitt & son.
July 24 - Meeting, Agenda: Brakes

Key to Cars & Owners on page 1

1. Jim Townsend, Milwaukie, OR
1940 4-door
2. James Ahrens, Hacienda Heights, CA 1931 PA
3. Clifford Kleman, Springfield, OR 1949 4-door
4. John Crocker, Oakville, WA 1937 convertible
5. Jerry Klinger, Gresham, OR 1948 convertible
6. D. J. Freeman, Corvallis, OR 1938 Business Coupe

1	2
3	4
5	6

The Corner Store

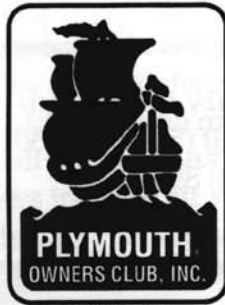
Plymouth Parts/Cars Needed

1948 Hood/x-reinforcing bar, hinge to hinge Russ (503)

1930 Rear fenders, bumpers, gas apron Mick (503)

1934 Tire cover \$125 (503)

To add or renew a *cars/parts* ad, or to suggest an interesting story, please contact
Tom Shepherd: (503)
or e-mail: tjsves@yahoo.com
Larry Catt at: (360)
or e-mail:
Duanne Luckow (503)
or e-mail:
or Earle Culbertson at:



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P.O. Box 2988
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FOUNDED 1957