



Cascade Pacific *Plymouth*® Club, Inc.

Affiliate of Plymouth® Owners Club, Inc.

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

Volume Three, Issue Ten

October 2002

CPPC Members Reminisce Growing Up in '50's & '60's, with High School Students

Jeff Jolly and I visited Wilsonville High School on October 14. The purpose of the visit was to talk with students, in two classes, about what it was like to grow up in the '50s and '60s. The students are taking a class entitled "Vietnam and the 60's" from instructor Kevin Guay.

Jeff took his '48 convertible and I took my '50 Club Coupe. Jeff and I gave short backgrounds of where we grew up and when we went to school and then opened the session to the class for questions. There were many car questions. What was your favorite car in the mid-'50s? Were the cars safer than they are today? Are seat belts required for antique cars today? What was average gas mileage of cars in the 1950s? What was the average gas price?

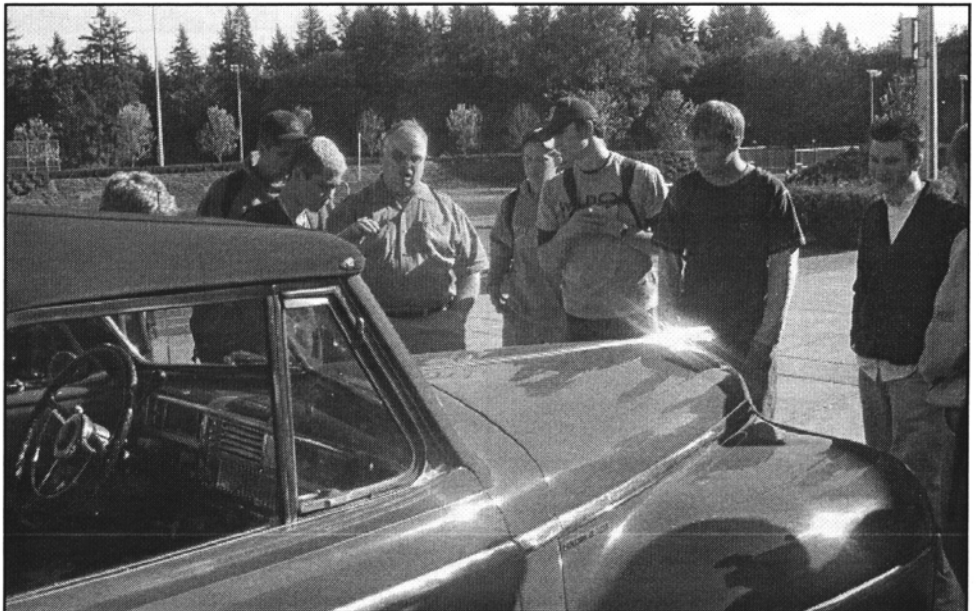
There were also many questions about school in the '50s. What was a typical school day like? What did girls and guys wear and what were the rules about clothes? Were school administrators and teachers allowed to punish students? We talked about what dating was like in that era and discussed the expectations for social conformity.

After each of the classes, the group went outside and talked for a few minutes about the cars. Mr. Guay asked one of the students to pose for pictures with us and Kaylyn Aufenthie was

very kind to accommodate us.

Jeff and I both found the experience to be very rewarding. The students were mature, accommodating and treated us

with respect. We encourage other members, who grew up in the '50s and '60s, to join us in the spring for another class visit.



CPPC members Jeff Jolly and Scott Fansworth answer questions about life growing up in the 1950's and 1960's by Wilsonville high school students. They also got a chance to share their classic cars with the students.

Future Guest Speakers for Monthly CPPC Meetings

Our guest speaker for Oct. 22 will be Gary Smurthwaite, shop foreman of Oregon Plating Co., which is considered by most as the #1 metal finishing and electro-plating company in the NW. Bring items to be plated and let Gary give you his opinion. This should be an outstanding event.

Future speakers are: Bruce Abbott, of Abbott Instrument Restoration Paul Duchene, with the Portland Tribune (a renowned old car hobbyist.) Bill Becker, restoration instructor with Portland Community College.

Officers 2001-2002

President Steve Heaton
 PH:503-649-6751 Aloha, OR
Vice President ..Scott Farnsworth
 PH:503-254-8300 Portland, OR
Secretary Vicki Williams
 PH:503-266-4287 Canby, OR
Treasurer Dennis Rice
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Jeff Jolly, Chairperson
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PH:503-538-2281 Newberg, OR

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Activities Jeff Jolly

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Finance Dennis Rice

PH:503-393-7231 Keizer, OR

Membership John Sweeney

PH:503-281-5159 Portland, OR

Newsletter Tom Shepherd

PH:503-833-8966 Boring, OR

Refreshments ... Dennis Mowery

PH:503-760-3184 Portland, OR

Tech Advisor Robert Dimick

PH:503-252-4498 Portland, OR

East-West Tour Tom Nachand

PH:541-764-2011 Lincoln City, OR

email/mail articles to:

Tom Shepherd tjsves@yahoo.com
 P.O. Box 2988- Clackamas, OR 97015

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 September Meeting Highlights

Club Vice- President, Scott Farnsworth began the meeting. He suggested a new method of making member introductions for the evening. Each member would introduce the member to their right and would say something interesting about the member. There were 29 people in attendance.

After introductions were made Vicki Williams, Club Secretary, read the minutes from the August meeting and they were accepted by the membership.

There was no Treasurer's report due to the absence of Dennis Rice.

Committee Reports were as follows:

Tech Committee - There was no report from the Tech Committee due to the absence of Duanne Luckow.

Membership - Bill Call reported the membership was still holding at 130 but there were more potential members in the works..

East/West Tour - Tom Nachand reported that the East/West Tour is somewhat up in the air at this time. The route still has not been confirmed. He is hoping to keep our portion of the route the same. It will require about 8 miles of driving on I-84. Tom distributed a sign-up sheet for members to indicate what portion of the tour they may participate in. This information would be passed on to the National Club as requested in the last Plymouth Bulletin. The information would be used for planning purposes in determining hotels and other lodging. Members are in no way committed to their selections.

Newsletter - Mike Bade had brought the newsletter for members to pick up and the remainder would be mailed. Mike asked for members whose cars had not been featured in the newsletter to provide him with a picture and some information in order to do a story. He also reported that the club roster is ready to mail. Members were asked to make any corrections which might be needed and forward them to the Clubs address.

Activities - Jeff Jolly was absent, but Vicki Williams reported on the availability of the NW Car Clubs Events Calendar for 2003. She handed out an order sheet for mem-

bers who would like one or more of these calendars. The Albany Swap meet is November 16th and she offered to get them there and distribute them at the November member meeting. The calendars can be purchased for \$.60 a copy when 10 or more are ordered. Vicki said she would have information placed in the newsletter for those members that don't normally attend the member meeting so they can place an order also.

Larry Catt reported on the Pearson's Air Park Show on September 21st. He said there were about six club cars there and that Bill Call's Military Staff Car won best Military Staff Car and Larry Catt's car won best "under construction". Several membership applications were handed out.

Bill Call gave a report for the nominating committee for the slate of officers for 2003. The recommendation of the committee was for the following:

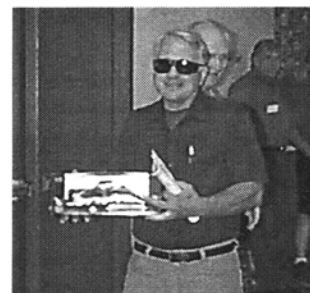
President - Scott Farnsworth, Vice-president - Duanne Luckow, Secretary - Vicki Williams, Treasurer - Dolores Call, Member at large - Jeff Jolly

Members were encouraged to nominate others if willing to serve. Members were also encouraged to attend next year's Board of Director's meetings in order to see what the officers do and what the club is all about.

Bill Call introduced the evening's speaker, Bruce Murray from Majhor and Murray auto repair. Bruce related stories about his attempts to break a speed record at the Bonneville Salt Flats and answered members questions about specific repair problems.

Bob Dimick and Allen Tiffany won the drawings for the evening.

Under old business Larry Catt reported that the patches that some



Bob Dimick winner of the Door Prize

Meeting Minutes cont. from Page 2

members ordered should be here by the next meeting. Since Duanne Luckow was absent there was no new information about the October Garage Tour. Something would be mailed out once the information was confirmed.

Under new business, Bill Call reported that we had asked to put a car on display at the NW Car Collector's Swap Meet and he was still waiting for a confirmation. John Sweeney, Scott Farnsworth and Les Conner offered to help Bill with that project. Also, it has been discovered that our club banner has turned up missing. It was usually stored with the refreshment items but no one has seen it for several months. It was thought it may have been left up after a meeting and possibly someone from the Clackamas Community Club picked it up.

A vote was taken on whether to have a potluck at the November meeting and the majority of members preferred that to a banquet off site. Sue Nilsen agreed to coordinate the potluck again this year and the meeting adjourned.

by Vicki Williams, Secretary

Membership Dues to be voted on at October meeting

CPPC Membership dues for 2003, will be established by the membership at it's October meeting. The establishment of the dues of the club was discussed at the last Board of Directors meeting. According to the Club's By-Laws the membership shall establish the amount of the membership dues.

Editorial Comment: Presently the membership dues cover a variety of things including: the monthly newsletter printing and postage (approx. \$14.00 per member/year), misc. mailings, monthly meeting place rent, club liability insurance, membership application copying, membership rosters to mention a few things covered by the dues.

Upcoming Membership dues Deadline

Reminder to CPPC members your 2003 dues need to be paid by no later than 1/01/03, to remain in good standing as a CPPC member.

2003 Northwest Car Clubs Events Calendar

The 2003 Northwest Car Clubs Events Calendar for Swap Meets, Shows and Tours will be available in November. As a car club we are able to purchase these booklets for only \$.60 each. These are a valuable tool for any old car aficionado. Swap Meets, Shows and Tours from all over the Northwest including Canada are listed. These booklets normally sell for \$1.50 each at various swap meets throughout the year. At the September member

meeting it was suggested we charge \$1.00 for the calendar and donate the additional \$.40 back to the club. Vicki and Dave Williams will be attending the Albany, Oregon swap meet in November and can pick up an order for our Club. For those of you not ordering one at the September or October membership meeting, you can call Vicki Williams at 503-266-4287 to place an order. This needs to be done before November 16, 2002.

Collector Car Expert, Bruce Murray, Guest Speaker at September meeting

Bruce Murray was the guest speaker at the September monthly membership meeting.

Bruce is the owner of Majhor and Murray, they are leaders in classic car repair and restoration in the Portland area. His business is located on SE Milwaukie Ave, in Portland, OR, where he and his wife and 5 employees "help people stay in car clubs", as Bruce puts it.

Bruce was a graduate of Benson High School, back in 1960.

In 1969 he started his own business working on race cars and drag racing. He has a lot of experience in 6 cylinder Plymouths.

In 1992 Bruce held a Bonneville 6 cylinder Land Speed record,

(approx. 130 mph).

A couple guys he calls the "Hudson Boys" eventually took his record away. Over the years he experimented with different types of car body styles including a '38 Chevy, Suburbans trying to get his record back.

His best success to get his record back came with a '50 Chevy Coupe, he built using fuel injection. With a two run combined time he won his record back. Bruce's success came with support from a group called the Inliners, who donated this and that to get the car done.

Bruce shared a few more stories about his early days rodding and racing and answered questions from the CPPC members present.

Bruce seems very knowl-

edgable about all sorts of car topics and is an old acquaintance of some CPPC membership.

If you need help with your classic car call for an appointment call 503-232-9669. They are usually booked 1 to 4 weeks ahead. Bruce's shop rate is \$72.00 an hour and charges only for his actual time fixing your car.



Bruce Murray and Bill Call

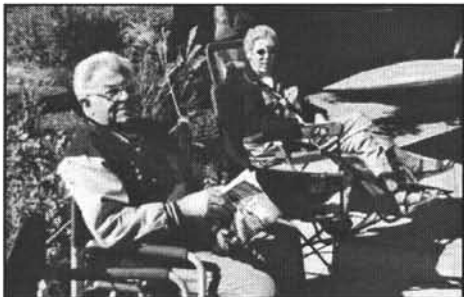
“Stroll on 5th Street”, By Larry Catt

On September 21st, 2001, the 2nd annual “5th Street Stroll Through Time” was held at Pearson Air Museum in Vancouver Washington. Pearson is the oldest continuously active airfield in the US—dating back to 1905.



John Sweeney with CPPC literature

It was a great show that parked antique aircraft along with cars of about the same era. Fifth Street fronts the museum, and was closed except to the cars and airplanes on display. The airplanes had been pushed or towed into position before the cars arrived. Overflow cars and a few large WWII airplanes were sited inside the museum grounds, along with some vendor displays and food concessions. An excellent free breakfast was served in



Les Conner & Sharon Tiffany



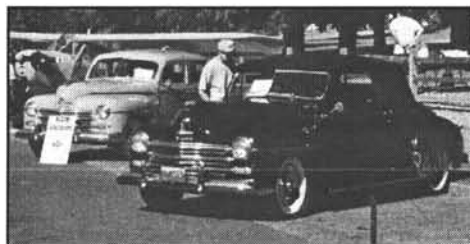
Larry Catt's '48 Plymouth Convertible next to Dale Oliver's '47 Club Coupe

the museum hanger for those displaying cars and airplanes.

Keith Grendahl, a CPPC member, was one of the show's organizers and arranged space for several member cars on 5th Street, along with space for an information display about our club. John Sweeney, Membership Chairman, and several other club members greeted people throughout the day to explain our club and it's affiliation with the POC. Several people took membership applications and indicated their intent to join.

About 40 airplanes were at the show and about 200 cars. Their ages ranged from pre-teens through about 1972. The Military Vehicle Collectors club also had a range of equipment on display including a light tank, jeeps, a command car and other related stuff.

Speaking of military stuff, our Bill Call won the award for best “Military Car!” He recently acquired the beautifully restored



Les McBride's '48 P-15 Convertible and Les Conner's '46 Plymouth 4 Dr.



Les Conner's '46 Plymouth 4 Dr. Sedan with Piper J2

1942 Plymouth Town Sedan Staff Car, previously owned by Lloyd White and profiled in the December 2000 CPPC Newsletter.

Larry Catt won the award for best “Under Construction Car” for his 1948 Plymouth Convertible. It's true... they're never done!



Bill Call's '42 Plymouth Army Staff Car.

Other club cars were displayed by members Les Conner ('46 Spl Dlx 4 dr), Dennis and Caroll Markovich ('38 4 dr), Allen and Sharon Tiffany ('28 R/S Cpe), Dale Oliver ('47 Spl Dlx Club Cpe), and Les Mc Bride ('48 Spl Dlx Conv). Also seen were Doreen and Harris Berg enjoying the displays.

Hope we can also support the 3rd annual “Stroll” in 2003! The proceeds benefit the Museum and the Evergreen Habitat for Humanity.

1910...The Earliest Plymouth!

The little town of Plymouth appears as no more than a dot on the map of Ohio, but has played a big part in America's agricultural history. In the late 1800's, Pennsylvania brickyard worker J.D. Fate and his business partner were attracted to this little town in north central Ohio by the community's promise to help them found an industry that would bring jobs to the area. The Fate and Gunsaulus Co. began building clay extruding machinery for making bricks in 1882. In 1892 Fate bought out his partner and formed the J.D. Fate Company, still making clay machinery.

In 1909 Fate organized the Plymouth Truck Company, building motor trucks under the trade name "Plymouth". The organization wasn't a great success and it went out of business in 1915, after building fewer than 200 trucks and a single Plymouth car.

Part of the failure of the Plymouth truck and car business may have been the success of another of J.D. Fate's enterprises. About the same time the trucks were being built, a clay machinery customer asked Fate if he could build a machine that would replace the mules then being used to move rail cars around the railroad yard at his plant. Fate's yard

locomotive proved to be very successful, and laid the foundation for what would become the company's primary product, Plymouth Locomotives.

In 1919 Fate joined with Root-Heath Manufacturing Company and formed Fate-Root-Heath. The new organization continued to build clay machinery, yard locomotives, and added a line of sharpening equipment for reel type grass mowers. Business was good, and the company prospered until the economic crash of 1929.

By the early 1930's orders for expensive locomotives had slowed to a trickle. In order to keep the factory doors open, Fate-Root-Heath needed a product that was cheap enough that people could afford to buy in quantity. The town of Plymouth was located in the middle of prime Ohio farm land; a farm tractor would be a natural addition to the product line. A tractor was well within the company's engineering and production capabilities of the operation. The first tractors were designed by the company's locomotive engineers, and improved models followed.

Chrysler Corporation had been using the Plymouth trade name for their automobile since 1928. Appar-

ently Chrysler had no complaint with the Plymouth name on locomotives, but seeing little tractors buzzing down the road at 25 mph with "Plymouth" on them was too much. In 1934 Fate-Root-Heath and Chrysler tangled over the use of the name. That single Plymouth car built back in 1910, before Chrysler Corporation even existed, saved the day for Fate-Root-Heath.

Chrysler's high powered lawyers were sent packing back to Detroit with their tails between their legs and Chrysler was forced to buy the right to use the Plymouth name from Fate-Root-Heath, reportedly paying one dollar for it.

With the Plymouth name sold, the company had to come up with a new name. Different proposals for a new name were thrown around. The tractors had always been silver, and the Fate-Root-Heath men thought their tractor was the "king". "Silver King" was suggested, and it stuck.

Today, Silver King tractors are remembered fondly by the farmers who farmed with them, the men who built them, and the people of Plymouth, Ohio whose economy was sustained by the little silver tractors through the depths of the depression.

Excerpted from the POC Web Site 5/16/02
by Larry Catt, CPPC Member



New faces in the crowd at the September Meeting:

(left) CPPC members Jim and Eldeen Simmons from Burlington, WA, owners of a '32 Plymouth Sedan; (middle) prospective CPPC members Gayla Marple and Joe Oliver, of Vancouver, WA, Joe owns a '30 Plymouth Coupe and (right) Troy Thompson of Portland, OR, Troy owns a '65 and '64 Barracudas.

Blue Taillight Lenses

by Larry Catt

A message board I visit regularly has just included several posts by WA State people that have been stopped, and sometimes ticketed, for having "Blue Dot" taillight lenses. For those of us with them, it would be a good idea to be able to refer a policeman to the proper code if stopped. RCW 46.37.100(3) covers this subject and says:

"(3) All lighting devices and reflectors mounted on the rear of any vehicle shall display or reflect a red color..... and except that on any vehicle forty or more years old, or on any motorcycle regardless of age, the taillight may also contain a blue or purple insert of not more than one inch in diameter....."

Since this may be an obscure provision to many of our police, having reference to this law in our glove box could shorten up the visit at the side of the road!

2003 East-West Tour, It could be coming to a town near you.

The Cascade Pacific Region is responsible for the last four days and nights of the tour. The plan, at this point, is to leave Yellowstone Park for Missoula, Montana on Wednesday July 23rd, 2003. This leg is about 315 miles.

After spending the night of the 23rd in or near Missoula, the morning of Thursday, the 24th will have us crossing Lolo Pass and traversing central Idaho enroute to Walla Walla, Washington, a distance of 320 miles.

At this point there are no sightseeing stops scheduled in the first two legs although scenic views abound. The miles on these two legs tend to prohibit any stops beyond lunch or fueling.

Upon leaving Walla Walla on Friday, the 25th, plans are to travel the Washington side of the Columbia River crossing to Oregon over the Bridge of the Gods at Cascade Locks. The Washington portion of the day's trip offers Stonehenge, the Mary Hill Museum, and the Columbia Gorge Interpretive Center.

The Oregon side would involve scenic Highway 30, Multnomah Falls, and the Vista House before arriving in Troutdale to spend the night. This leg of the trip is about 260 miles. There appears to be more opportunities to stop than time so we'll have to look and make some decisions.

The final route from Troutdale to Newport, Oregon on Saturday, July 26th, is still undecided but the main mitigating factor is that this the final day of the entire journey and the ending banquet will be the same evening.

Our club is responsible for support of the tour participants from Yellowstone to the coast. We would like 2-3 volunteers that would be willing to follow the tour with trailers in case of any breakdowns. It is a mandate that the tour cannot be delayed any length of time and especially in our first two legs due to the number of miles to be traversed. At the time of breakdown decisions would have to be made but trailering to the next stop might be the best option.

Our board members have also decided that our club should pass our tour participation information on to the national club in one lump sum rather than inundate Ed Peterson with single letters and E-mails. To accomplish that goal we would like the following information mailed to our tour committee chairman.

Name: _____
 Where planning on joining the tour: _____
 Year _____ Vehicle Model _____

Mail this information to:
 Tom Nachand
 5215 Cavalier Avenue
 Lincoln City, Oregon 97367

The committee chairman would also like to communicate with those club members planning on participating in the entire tour from the beginning in Plymouth, Massachusetts. Serious planning needs to get underway with car preparation, parts support, and transportation back to Massachusetts.

This should be quite an endeavor and all club members are asked to participate in some portion of the tour whether it is driving one or more of the legs, providing support in some fashion, or initial tour planning. Please participate - get involved.

By Tom Shepherd

Steve Heaton,

I just received my Plymouth Bulletin and was thrilled to see the "Tour 2003". I'm in the final few days of restoring my 1939 Coupe. This is the first car I bought, paid \$100.00 for it when I was 13. I bought it from my Aunt Etha, she bought it for \$50.00 during WWII. It still had the gas coupons in the glovebox.

I painted it candy apple green and upholstered it with an orange burlap material Sears had on sale for \$1.90 yard. It was real bright and clean, I drove it through High School that way. I was careful not to damage anything because I knew some day I would restore it, (at that time it was just a used car).

When I was in college I painted it the original gun-metal gray. It was a great college car. Room for me, one other person and a trunk that would hold EVERYTHING, and handle better in the snow than a 4 wheel drive. After college I worked as a mechanic for a short time and then started building houses. I could hall all my tools and a lot of materials in the trunk.

When my wife Lynne and I married, we used my dads ford van motor home for the honeymoon, then it was back home to the Plymouth. Over the years we've raised Four Kids, and had lots of other cars but the 39 was always there in reserve. The other day the kids were arguing over who got the 39 when I'm gone. I told them I was going to be buried in it. They decided they would have me cremated and put me in the ashtray. I told them that would be fine with me, that way I could still go for drives.

I will be ready for the 2002 Tour. I won't be able to do the entire trip. You can count on me for the Twin falls ID - Troutdale OR section.

Thank you,

Richard Langrell

Introducing CPPC 2003 Officer Candidates, elections in November

If you have not heard, at the November annual membership meeting of the Cascade Pacific Plymouth Club the membership will vote on the slate of officers which will direct the club during 2003.

At the September CPPC Board of Directors meeting, nominations were made for the officers for 2003.

Scott Farnsworth, Vicki Williams, Duane Luckow, Dolores Call and Jeff Jolly have generously let themselves be nominated to be officers for 2003.

Other interested parties who

would like to get more involved in the direction of the club are encouraged to tender their nominations to be officers.

The following is an excerpt from the clubs bylaws.

8.3 Additional Nominees *Additional nominees for any of the officer/director positions or the At Large Member position may be made from the floor at the annual members meeting, providing the nominee is present and confirms his/her willingness to serve. To be eligible such nominee must be a member or associate member of the Club.*

The President shall make the final determination of the validity and sufficiency of such membership and such candidate's willingness to serve.



2003 CPPC Officer Nominees L-R:
Dolores Call, Jeff Jolly, Duane Luckow,
Vicki Williams and Scott Farnsworth.

1929 Plymouth Model-U 4 Door Sedan, Battle Ground, WA.

One of the nice things about being involved with the newsletter for the Cascade Pacific Plymouth Club has been talking to people about their Plymouths for the articles in the newsletter. I also get the inside scoop when it comes to cars and parts "For Sale".

CPPC member Bill Call met Richard Reinhardt from battle Ground, WA at the Canby swap meet a few weeks ago.

Richard had a 1929 Plymouth Model-U 4 door Sedan for sale at the swap meet.

Bill forwarded the information on to me, knowing I already had a 1930 U Coupe and thought I might want another early Plymouth.

I called Richard this past weekend and drove up to Battle Ground, WA to see the 1929.

Richard had bought it from a neighbor and had stored it for six years, always hoping he would have the time to fix it up. Now six years later he never found the time so he is looking to find a new home for the '29U.

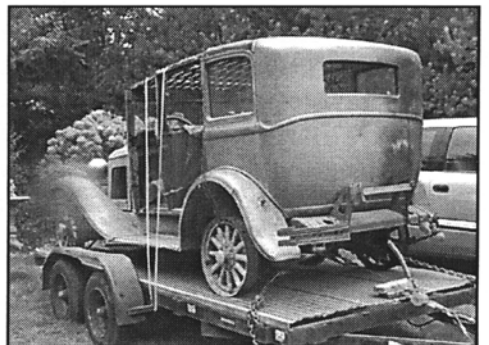
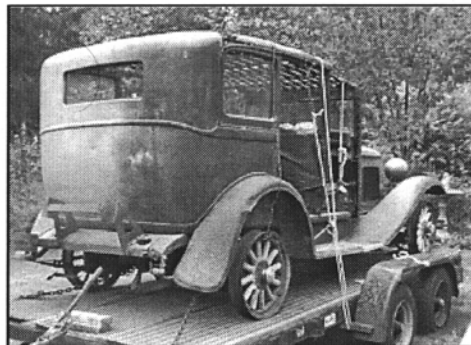
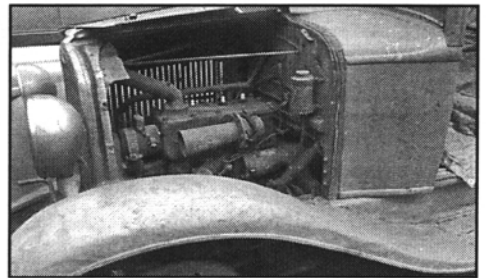
Surprisingly, the '29 is very complete. When I saw the '29, it was like in a movie, where you come across a car that was just parked and 50 years later you come across it. It was last licensed in 1950 and has been stored here and there. The clincher rims are there as well as bumpers, the engine turns over and he has a spare engine and transmission. Some of the metal is thin and wood needs to be replaced, but there is a lot there to work with.

I thought hard about buying the '29 from Richard, but I can't talk

my wife into buying it. We don't have a place for it and I have my '30 in pieces trying to restore it.

Well anyway, I could not resist including pictures of it in the newsletter and maybe someone will have a place for it and have the time to bring it back to it's original glory.

If you are interested you can reach Richard Reinhardt at hm: 360-687-3576 or wk:360-604-3719. Richard has it on a trailer ready to bring to your home.



Upcoming Events

October 2002

- 8 Board of Directors Meeting
- 22 Regular Club Meeting
*Gary Smurthwaite, forman
Oregon Plating Co.
Guest Speaker*

November 2002

- 12 Board of Directors Meeting
- 26 Regular Club Meeting

January 2003

- 11 Board of Directors Meeting
- 25 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:

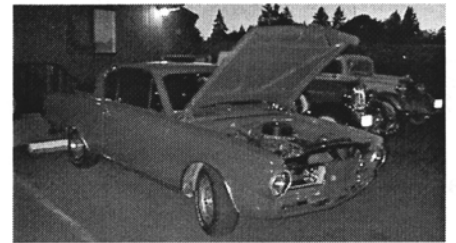
1952 Buick Super - Second owner.
Reason for selling: I don't drive her
as much as I think I should.
Miles: 54K original ****STOCK CAR****
Only modifications are to allow the
car to run with Unleaded. All chrome
redone in 88. Straight 8, Dynaflo
Transmission. Black and cream two
door hardtop. All original interior:
Wool with Red Leather.
Condition: Superb Condition. Well
maintained, runs quiet and smooth.
Kept in garage. new Optima 6 Volt
battery Includes original service
manual in excellent condition (\$300
value) Appraised by Haggerty at 20K.
Will not go below \$16,000.00
Location: Vancouver, Wa.
Call Paige:360-696-9219
spaigel@qwest.net



1952 Buick Super

FOR SALE:

1965 Plymouth Barracuda. \$7,500.00
Troy Thompson Ph: 503-254-2561



1952 Buick Super



Cascade Pacific
Plymouth® Club, Inc.
Affiliate of Plymouth® Owners Club, Inc.

P.O. Box 2988
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