



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 Five/Six

June/July 2002

Donald Zehner's 1935 Plymouth PJ Convertible, Clarkston, WA

Tucked away in the hills of the Palous country of Clarkston, Washington you will find Donald Zehner a retired Certified Public Accountant. Donald has had a life long passion for collecting cars for more 40 years and now has 26 antique cars in his collection, including Dodges, Chryslers and Plymouths.

Donald has only had his 1935 Plymouth PJ Convertible for a couple of years. He had been back east looking for parts when a friend of his, Bob Phenning, who lives in California told Don about the 1935, which was located in Detroit, Michigan. The owner of the 1935 was Paul Curtis, who had restored the '35 a year or so earlier. Donald went to look at the '35 Convertible and knew he had to have it. He had the '35 shipped out to Clarkston.

The '35 is all original with the 6 cylinder engine/drive train etc. down to the paint color which is the original blue used in 1935.

Donald as it turns out is very handy, he does all his own body work and has a paint booth where he can do his own paint work, he does most everything he says, except upholstery.

Well once he got the '35 to Clarkston, Donald began to make a few modifications. He had another '35 Plymouth Sedan which had dual side mount front finders. With very little modification the fenders went



from his sedan and on to the convertible.

Next he took off the rear mounted spare tire and rack. He wanted to have a trunk in it's place. Donald located a truck and rack in Vermont. It took almost a year of negotiating and for a price the truck and rack were on there way. He then spent time to restore the truck and rack to what you see now.

The 1935 has a rumble seat and rear fender skirts which really gives the '35 for a real handsome look.

In addition to the 1935 Plymouth PJ Convertible featured in this issue of the club newsletter he has a 1952 Plymouth Belvedere Hardtop, 1949 Plymouth Convertible, 1939 4 door



Donald Zehner's 1935 Plymouth PJ Convertible

Sedan, and a 1933 Plymouth Street Rod.

Donald has put some of his collection in local car shows and just seems to enjoy his cars and keeping them fixed up.

Donald also has lots of knowledge about his Plymouths and could be a resourse for information.

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Membership:

Cascade Pacific Plymouth Club, Inc.
 Membership dues are \$20.00 per calendar year and must hold a current membership to the National Plymouth Club.
 * Membership runs Jan. 1 thru Dec 31.

Advertising Rates:

Advertising is free to current Cascade Pacific Plymouth Club Members.
 Advertising Rate for Non- members is:
 \$10.00 per newsletter.
 one column by one inch.
 Photos accompanying classified ads are \$10.00 per newsletter
 1 inch buy 1 column (Black and White Only).
 Discount Rates:
 Available to long term advertisements.
 Advertisements should be kept to Plymouth related services.

Cascade Pacific Plymouth Club May Meeting Recap

Steve Heaton, the Club President called the meeting to order around 7:00 Tuesday evening. Those present were asked to introduce themselves and say a little about their Plymouths.

Club secretary Vicki Williams read the minutes from the April Meeting. The members present approved the minutes.

The respective committee chairmen were asked by Steve to report for their committees.

Dennis Rice of finance reported that the treasury had \$ 9123.42 on hand, expenses of 113.70 and income of 110.

The meeting then broke from normal protocol as a special guest speaker was introduced. Shirley Wilson operates Custom Auto Portraits. Shirley is a photographer and artist specializing in producing enhanced classic car photo-prints. Shirley will photograph your car and then using her skills with computer imaging, create a stunning portrait of your classic auto. The cost is \$300 and takes from 4 to 6 weeks to process. Custom Auto Portraits can be reached at 360-737-2673 in Vancouver Wa. or Po. Box 1372, Vancouver Wa. 98666 or E-mail shirleyjovanc@yahoo.com.

Tech chair Duane Luckow will set up a meeting of his committee soon. Duane would like to set up for member use, a library of tech materials.

Membership committee chairman, John Sweeny noted we now have 127 members. Bill Call will continue to contact members hoping to keep them in the organization.

No one was available from the East-West Tour committee.

Tom Shepherd reported that May newsletters were available at the meeting. No progress had been made yet in the search to find an alternative printing method for the newsletter.

Jeff Jolly of Activities discussed the program at Antique Powerland in Brooks Oregon on June 1st.

The get together Potluck at the Tiffany's June 22nd is on schedule for all members to bring their Plymouths, if possible, to Allen and Sharon's Skaminia Washington home 45 minutes east of Vancouver. A map was in the April newsletter. Call 509-427-7350 for last minute info.

Jeff is arranging a garage tour for July. Any volunteers? Under consideration is a tour in the Puget Sound area, possibly to coincide with a Mopar event this summer. This would offer an opportunity to connect with our members in the Seattle vicinity.

In other business, Jerry Klinger spoke about the run to Corbett from Lewis and Clark Park on June 1st.

Steve Heaton wanted to remind members of the importance of the committees to the club. Participation by the membership in the various committees is necessary to keep the club and it's activities going.

Duane Luckow introduced the guest speaker for the evening. Doug Nelson is active in promoting the Northwest Vintage and Motorcycle Museum in Brooks Oregon. The site location is west of I-5 from exit 263. The location is at Western Antique Powerland, which is between Portland and Salem.

The raffle prize was a Plier set, won by Vern Griffey.

Jerry Klinger spoke on the matter of the Club's possible involvement in the North West Car Collector's swap meet held in October. If the Club participates, \$800- \$1000 could be earned for the treasury. The club would have to apply early to be considered.

The meeting was adjourned.

Northwest Vintage Car and Motorcycle Museum, Brooks, Oregon

Organization: The NWVC&M Museum will be a 501 (C) (#), not-for-profit organization bringing together those people interested in displaying collectible vehicles and related materials more than 25 years old.

Membership: NWVC&MM will be an entirely volunteer, membership-owned museum open to people of all ages, with or without a vehicle. One of our first sponsoring members is a lady in her eighties who just wanted to be supportive!

Powerland: We are joining other existing museums like Pacific Northwest Truck and Oregon Electric Railway located at Western Antique Powerland in Brooks, OR, I-5 exit #263, 8 miles north of Salem.

This location, in the heart of the Willamette Valley, within easy driving distance to several million people and the visitors using I-5, would be near impossible to duplicate. The other museums, in place and planned, are assets which can support each other as we grow.

Goals: Our immediate goal is to raise \$250.00. for construction. The first phase is the pad for a 17,500 sq. ft. steel and concrete structure. When completed, there will be (in addition to display space) a theater, library, gift shop, bathrooms and office space. With architectural input, there should be room for groups to meet, parties and school field trips.

We are seeking contributions of money and like-kind donations such as building materials to make this happen.

An endowment fund will be established to receive donations for long-term support.

Benefits: For the car and motorcycle community, this will be a point of focus. Our web site (www.nwcarandcycle.org) will serve as a voice as well as an information source for local and regional events.

For the general community, our educational programs for all ages will have a strong emphasis on serving youth. An interest in cars or an emotional release, or a love!

Please come join, The Board of Northwest Vintage Car and Motorcycle Museum.

General Members - annual individual \$35.00 or family \$50.00

Founding Member - \$185.00 (\$150.00 one time building fund contribution = \$35.00 annual membership) includes free t-shirt and cap with logo

Sponsoring Member: Copper \$500.00 to \$999.00; Bronze \$1000.00 to \$4999.00; Silver \$5000.00 to \$9999.00; Gold \$10,000.00 to \$19,99.00; Platinum \$20,000.00 and up...

All sponsoring members receive one logo t-shirt, cap and jacket, a donor paver brick and appropriate recognition.

For a membership application write to: Doug Nelson - NWVC&M Museum - 761 Hylo Rd. S.E. - Salem, Oregon 97306 - Salem, OR 97306 PH: 503-399-0647



Duane Luow and Doug Nelson of the Northwest Vintage Car and Motorcycle Museum

Dept. of Corrections

The May issue was smaller and was mailed later than normal because of an unexpected situation we find ourselves in at the Newsletter. We hope to get back to our regular format as soon as possible.

The newsletter committee appreciates that many of our club members do not live in the Portland area, so we would like to offer this publication as a way for members in other cities to list Cascade Pacific Plymouth Club get-togethers in their own areas.

Contact Tom Shepherd at tjsves@yahoo.com or regular mail: PO Box 66823 Portland, OR 97290

Correction from May newsletter

The Plymouth Convertible Coupe, owned by George Mize of Bremerton is in fact a 1936. Also the website for this auto is <http://klmize.tripod.com/plymouth>. The site address noted in the article was incomplete.



George Mize's 1936 Plymouth Convertible Coupe



Classic car portraits offers a unique perspective and more,

"Shirley Wilson has a passion for capturing the essence of classic automobiles. Through her business, Custom Auto Portraits, she provides classic car enthusiasts with distinctive portraits along with personal auto cards and bio sheets (portraits with text of specs - used for those who show their autos).

Shirley's services start with a photo shoot (film) of your classic car. She photographs a variety of

angles to capture its essence, then provides you with proofs of the shoot. From the proofs, you determine which image(s) work best for the portrait, auto cards and/or bio sheets.

The magic of Shirley's work is performed in her darkroom in Vancouver, WA where she manipulates the images, making them appear to be more of a painting or drawing than a photograph. The animation, surrealism,

and character she adds creates a unique portrait of your labor of love.

The final portrait is at least 12" X 18" plus a 4" matte. The price of a portrait is \$300 and includes the initial shoot, proofs and final portrait.

Personal auto cards are useful in sharing your auto with your friends, associates, acquaintances, etc.

They are a great form of networking with like-minded individuals. Auto cards are \$200 which includes the image, type-setting and a 5 year limited copyright (does not include printing).

The Bio sheet is a portrait of your vehicle with text of specs you provide. They are roughly 12" X 18", laminated and mounted on foam core. The cost is \$95.

Shirley can be reached at #(360) 737-2673 in Vancouver, WA, or P.O. Box 1372, Vancouver, WA 98666. You may also reach her by e-mail at shirleyjovanc@yahoo.com."



Classic Car Portraits by Shirley Wilson Before (Left) and After (Right)

May meeting guest speaker, Steve Olsen of the Line Up Shop

Front-end alignment problems were the subject of the guest speaker's presentation at the April 23rd meeting.

Steve Olsen manages The Line-Up Shop at 834 S.E. Sandy Blvd in Portland. The Shop has been in the front-end alignment business over 50 years and Steve has more than 20 years experience. Steve's shop specializes in front end problems and they are comfortable working on our older autos. The Line Up Shop offers same day service if you call them at 503-234-9797 between 7:30am and 5:00pm, for an appointment, Monday thru Friday.



Steve Olsen of the Line Up Shop, Visits with CPPC members:



Shirley Wilson of Classic Car Portraits, brought by samples of her work for the CPPC members to see at the May meeting

CPPC member Howard Grimes passes away, Howard Grimes MOPAR Man

One of our members, Howard Grimes passed away on June 28th after a bad fall at his home in Vancouver, WA. Howard was 87. He left all of us with a better understanding of Plymouths. We thought it only appropriate to rerun the article written by Larry Catts which appeared in our March 2001 issue.



Velda & Howard Grimes

Howard was drafted into the Army in 1941. He was assigned to a base in Monterey, California. He was discharged from the Army after a few months, so he could enlist in the Air Force.

Howard married his wife Velda in 1941.

He received considerable training in mechanical areas, and ultimately became a B-17 Flight Engineer who trained pilots on the mechanical aspects of their aircraft. He was discharged and spent the balance of his working years working with Pacific Northwest Bell.

Over the years Howard has had many vehicles many of which have been MOPAR, they include: '34 Dodge; '46 Plymouth; '61 Plymouth; '69 Plymouth; '77 Chrysler; '99 Chrysler 300M and a beautiful '37 Plymouth P-4 Touring Sedan pictured here.

The '37 was purchased in 1954 and was driven as a "go to work" car for many years before a complete frame-off restoration was begun in late 1983. He had rebuilt the engine and the running gear was in good shape, so the sheet metal was the major challenge. And major it was! A mobile wet sand blast service set up their equipment in Howard's driveway and took the body and chassis to bare metal. They even



Howard Grimes's '37 not quite finished. . .

removed all the sand and debris before departing.

The floor was rotten, and the bottom of the doors and fender had also been infested with the rust-worm and the interior was a mess. The advertisement today

would say "a little TLC to make it a show car" Right!

Fortunately, local craftsmen were available to provide a solution. Frank Springer, a superior metal finisher replaced the floors and welded in several patch panels and made the body straight and true. Duane Luckow, one of our Technical Advisors did the painting and arranged for the plating and stainless polishing. Howard, under Duane's direction, spent many hours block sanding and did the final assembly. Al Ofner, owner of Austrian Upholstery, installed the beautiful interior using authentic mohair purchased from a Portland supplier. A local woodgrainer,

now deceased, refinished the dashboard and garnish molding. The instruments are original and in beautiful condition.

The '37 looks like it just rolled off the showroom floor, but has about 110,000 actual miles--about 1750 miles per year over its 63 year life.



Howard Grimes's '37 P-4 Touring Sedan

ATTENTION

CPPC Membership Directory is coming!

The Cascade Pacific Plymouth membership list is being compiled into a "Membership Directory", which will be mailed out to the membership in September.

The directory will allow members to communicate with each other. There may be a member across town or in a city near you could get together with.

Please update any information, cars, phone #, email, etc.

There has been some concern that some members may not want their names published, for reasons of their own.

If this is a concern to you it is important that you communicate A.S.A.P. to let us know if you DO NOT want your information included.

Write to the Mike Bade c/o Cascade Pacific Plymouth Club - P.O. Box 2988 - Clackamas, OR 97015 or direct your email to: Mike Bade at (mdscbade@msn.com).

Cascade Pacific Plymouth Club June Meeting Recap

The June 25th 2002 monthly meeting began with the 42 people attending introducing themselves and telling everyone what kind of Plymouth they owned, if any. During the introductions Dennis Markovich reported that there were 6 of our club member's cars at the Corbett Fire Department's pancake breakfast on June 1st.

Club secretary, Vicki Williams then read the minutes of the May meeting and they were duly approved by the membership.

Dennis Rice of Finance stated that there was \$9,013.85 in the club treasury and that there had been \$209.57 in expenses and \$100.00 in income.

There was no technical committee report, but Larry Catt provided a warning about gas fuel filters that can leak and cause an engine fire. He was referring to the chrome aftermarket type with the see through glass. Frank Anthony added that those filters had been recalled.

Vern Griffey asked a question about the seat belt law and how it affects old cars that weren't originally equipped with seat belts. Several members confirmed that the law does not require them in vehicles that didn't have them originally. Another question about whether child safety seats were required in older cars came up. Steve Heaton said he would do a follow up on that question.

John Sweeney of the membership committee reported that there were currently 130 members in the club and 2 people attending the meeting would be signing up. Only 6 members had not paid their 2002 dues.

The East-West tour commit-

tee was not represented at the meeting.

The Newsletter's Tom Shepherd stated that a June newsletter was in limbo and probably would not be published. He assured members that there would be a July newsletter and that Bill and Dolores Call had offered to assist in getting the paper to print. Bill said he would be calling members to request they write an article for the newsletter. It was also announced that the National Club had awarded the Club Newsletter as the best regional newsletter for 2001.

Jeff Jolly of Activities said that a "Garage tour" was being planned to include 3 garages with a food activity at the end. The end of July was the most likely time. Those that had attended, declared the cruise to the Tiffany's on June 22nd and the picnic there, a success. The Tiffanys were thanked for their hospitality. Larry Catt suggested a cruise to see a scale model of a P51 Mustang hangered in Kelso Washington. Jim Thorkildson offered to host a picnic after the plane tour. Vicki Williams reported on the Sunburst car show and swap meet scheduled for July 21st in Graham Washington. It is an all Mopar show. She had a packet of info available to anyone wanting to attend and she invited members to meet Saturday July 20th at 9:00 am at the Clackamas Elmer's to drive to the show. Vern Griffey reported that there were over 400 cars at the Sherwood cruise.

Ken Parker and Anna Freeman won the evening's raffle prizes of a phone card and tools.

Sharon Tiffany reported that her car show on September 1st

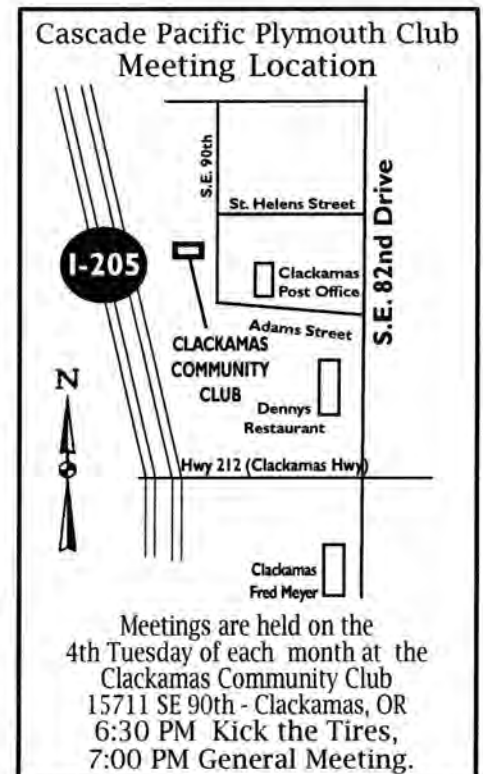
at the Columbia Gorge Interpretive center in Stevenson Washington would be from 12:00 to 4:00 pm. She will bring Pre-registration forms to the next meeting. Steve Heaton said there would be a benefit car show on August 4th at the Finely Sunset Hills cemetery.

Steve reminded members of the importance of the committees and encouraged anyone not on a committee to join one as they are the core of the club's operation.

Linda Farnsworth suggested the club get some sort of flag or decal for members to use when cruising together to identify them as a club group.

Scott Farnsworth announced that Steve Farnsworth had volunteered to set up a website for the club on Oregonlive.com.

The inside meeting was adjourned and the members went out to the parking lot and viewed the Plymouths driven by the members.



Bill Call's 1941 Plymouth Pickup

Bill spends a lot of time on ebay looking for Plymouth parts and cars. Recently he found a listing for a '41 pickup which really attracted him. It was being sold by a dealer in Jefferson, Louisiana. He made several phone calls and they sent several photos to him.

Like all photos though, what you see is not always what you get. He didn't feel like he wanted to travel all the way to Louisiana to verify what he was told about the pickup, so he decided to trust the dealer's word and buy it. The

next problem was getting it from Louisiana to Portland. He finally was able to get it as far as Los Angeles, which wasn't cheap. Then he drove to LA with his trailer in tow and brought it back. It wasn't exactly all he was told it was, but close enough. Duanne Luckow and Troy House (Club Members) are both doing some work on it. While Troy was working on it he made a rather unexpected discovery...it has a Ford rear end. So while Bill will be driving a Plymouth, a Ford is bringing up the rear.



Bill Call's '41 Plymouth Pickup

Paul Taylor selected to be head judge at Forest Grove

CPPC member Paul Taylor is a top restorer of old Plymouths in the Northwest. Paul and his wife Joan lived in Gresham, OR where Paul had his restoration business.

Paul has been selected to be head judge at the Concours d'Elegance in Forest Grove, Oregon July 21.

Paul has been featured in July 2001 CPPC newsletter. He owns a '38 P-6, '49 4 door, '50 Convertible and '50 Suburban. He Auburn, will be going into the Pebble Beach Car show.



Paul and Joan Taylor .. and look who they are hobnobbing with at the Milestone Car Society of California!!! Yes, it's Jay Leno, who drove up in his beautiful Duesenberg.

All MOPAR Show and Shine in Graham, Washington is next CPPC Activity July 21

The next Cascade Pacific Plymouth Club activity will be the All MOPAR Show and Shine July 21 in Graham, Washington.

The Tacoma chapter of MOPARS Unlimited presents one of the largest single day All MOPAR Shows and Swap Meets on the west coast.

Graham is about 150 miles from Portland. From I-5 north or South take exit 512 and head east to Meridian exit on South Hill (Mall). Head south on Meridian (161) to about 216th. Park is on your right.

A letter has gone out with information regarding about this event. As stated in the letter this will be a great opportunity for members in Washington who are unable to get down to our Club's monthly meetings to meet with members from Oregon.

Several Portland area members have already let the activities committee know that they will be attending and hopefully more members in the Portland area will elect to join the group.

Portland area members can meet on Saturday, July 20th at 9:00 am at the Clackamas Elmers restaurant, 16087 SE 82nd Drive (just south and east of Hwy 224/212, exit 12 off I-205)

There are nice campgrounds right next to the Sunburst show area. Reservations for camping PH: 253-798-4177.

The Goodguys Pacific Northwest Nationals will be taking place in Puyallup, Friday - Sunday.

We are encouraging the CPPC members from up north to meet us" under the Plymouth Flag".

For more information about the show call Brian Brown (253-840-2449) or Don Nuttbrock (253-887-1785) or got to www.moparsunlimited.org.

We hope to see lots of our members there!

Bob Talboy's 1932 PB Roadster, [Plymouth's Best]

When Bob Talboy's big brother replaced his wrecked 32 Crager OHV Model B XXXX with a 1932 Plymouth PB roadster, his colleagues at the xxx Motor co. dealership in So. Cal. where he was a mechanic thought he had "slipped his clutch".

Bob was pleased with his brother's new car and the happy rides he had in that great little Plymouth.

When Bob was a teenager, his brother taught him a little about auto mechanics. Bob learned that the PB's hydraulic brakes, the fully counterbalanced crankshaft and filtered full pressure engine lubrication were among the many advanced engineering features that made it superior to other cars of it's time even though it was just a four-banger.

Due to serving in World War II and other circumstances, Bob's brother had to sell the PB and often regretted it.

After an unsuccessful attempt to restore a Model A in the 60s, Bob selected a PB roadster as his next restoration project in the 80s.

While living in Calgary, Alberta on one of his foreign job assignments, Bob's wife Suzanne, told him, "no use to wait until we're settled someplace in retirement, you might as well get your car and start working on it even though we're here in Calgary." So, with the urging of his "ever indulgent spouse" Bob began searching



1932 Plymouth PB Roadster owned by Bob and Suzanne Talboy

Hemmings in 1984. After several months of looking and seeing few PBs and no roadsters advertised,

Bob found a junk dealer in South Dakota offering a "rust free" rumble seat coupe for what seemed a reasonable price. A deal was negotiated by phone and E-mail.

What the seller claimed to be a "complete car was in reality a pale gray R/S coupe body and chassis with the front fenders, engine, and tranny of an otherwise-trashed black PB sedan. When the trailer loaded with various shades of gray Plymouth pieces arrived in Calgary, Suzanne implied that Bob had lost his senses. None the less she still supported Bob's dreams and they found an old barn near Calgary to store the "mess of parts" until restoration could start in the spring.

In 1986 a "professional restorer" started work on the PB with Bob's occasional weekend participation. No sooner had the pieces and parts been separated, sorted and identified and down to starting assembly of a bare chassis, when Bob's Canadian job ended. The Talboys returned to Houston Texas to search for another job. Even though the PB could be scarcely identified as a single car, it was shipped back to Texas as one bundle, with fenders and other parts stuffed inside the cab, which was precariously set on the frame rails so the package could travel.

In Houston the car went into storage until Bob's career got back on track in 1994 with enough spare time and money to resume the restoration.

A highly recommended Houston restorer undertook the job although he acknowledged he had not done any old Plymouths. The work progressed, with Bob involved on occasional weekends and in searching for rare parts not available through the restorer's usual sources.

Although the car wasn't quite done when Bob retired in 1997, it seemed to be coming together more or less as it was supposed to. The PB was left

with the trusted restorer when Bob and Suzanne moved to their chosen retirement destination, Pendleton, in eastern Oregon. After a few trips back to Huston to check on the restoration progress, Bob began to have doubts about the restorer's ability. The car ran hot when driven and seemed to have ignition problems.

At the Plymouth Owner's Club Grand National, 70th Anniversary meet in Detroit Michigan in 1998, the Talboys saw several PBs that were correctly restored. Their poor



Bob and Suzanne Talboy

little PB, which looked pretty good from a distance, didn't even come close to the national standard they had seen in Detroit. A final trip to Houston was made to end the "half baked" restoration and arrange for shipping the car to Pendleton.

The PB arrived in February 1999, so it was stored in their unheated garage to wait for warmer spring weather and to assess what needed to be done to complete the restoration to standards they could accept. Even though Bob was discouraged by the work that had been done, Suzanne told him "we'll just have to do what we have to do and not look back".

Since then, 3 years have been spent redoing all the mechanical work supposedly done by the "professionals" and searching for parts to replace the incorrect ones that had been substituted for the cor

Allen And Sharon Tiffany home offers beautiful setting for CPPC potluck

On Saturday June 22, 2002 eleven beautiful Plymouths and two brand X's converged at the NE Portland Home Depot parking lot and trekked together to the home of club members, Allen and Sharon Tiffany in Skamania Washington.

The convoy of cars looked like a scene from the past as they motored down the Washington side of the scenic Columbia Gorge highway. Thanks to good communication with hand held radios, Dave Williams in the lead 1947 Plymouth Coupe was alerted by Club President Steve Heaton, bringing up the rear in his honorary "Plymouth Lumia", that four cars had pulled over to check a problem.

A momentary pit stop was all it took to repair a loose coil wire on Frank Anthony's 1933 Coupe and all thirteen cars were together again at the Skamania school.

Upon arriving at the

Tiffany's, the group was completed with Mick DeSantis' 1964 Barracuda and the Tiffany's own 1928 Q. 35 Plymouth lovers admired each others cars and gathered in the backyard for a fantastic potluck and great company.

The Tiffany's home faces the Oregon side of the Columbia Gorge and members were

treated with the spectacle of a mother osprey feeding her young with a freshly caught fish from the Columbia River.

Plymouths from 1928 through 1967 dotted the Tiffany's lawn and people from fourteen to ? (nobody was saying!) strolled among the cars admiring each others work.

Three generations of the Sweeney family were represented. A very diverse group came together with their common love for the old Plymouth and thanks to the hospitality of Allen and Sharon Tiffany, a good time was had by all.



Steve Heaton and Barbara Rice chat.



Front Row: Fank Anthony's '33 Coupe; Vern Griffy's '67 Belvedere; Bill Call's '41 Sedan; Scott Fansworth's '50 Club Coupe; Allen Tiffany's '28 Q Roadster. Back Row: L-R: Larry Davidson's '48 Coupe; Tom & Vickie Shepherds '56 Fury; Dennis & Caroll Markovich's '38 4 dr; Chuck Will's '39 2 dr; James Thorikildson's '57 Ford; Dennis & Barbara Rice's '51 Hardtop; Les Conner's '46 4 dr; Dave & Vicki Williams's '47 Coupe; and Mick DeSantis '64 Barracuda.



Larry Davidson and his daughter, waiting to make the drive to Tiffany's Picnic. Larry drove his '48 Club Coupe

↳ "Talboy" Cont. previous page

rect parts. Among many of the other hands-on tasks, Suzanne has helped remove and reinstall the engine with a rented hoist. As we all know, old Plymouth parts are virtually impossible to find and it's necessary to make some when needed, but it's nice when the pieces at least resemble the original ones.

Bob and Suzanne are glad to be able to show and enjoy their car with pride after the long and difficult path to this point in the restoration process.

Some of us were fortunate to have a look at their pride and joy at the June 25th club meeting in Clackamas. The little beauty exceeded out expectations, especially the attention given to details, such

as the adjustable spokes on the wheels. Even though they chose to trailer the PB the long trip from Pendleton, they drove it to the meet from the shop, owned by one of our local members, where it was stored for safekeeping while visiting the Portland area [this is just one of the great benefits of club membership, wherever you go].

Dave Pollack has a passion for Plymouths, 1935 Plymouth

Dave Pollock of Shawnigan Lake, British Columbia, first saw his '35 Plymouth in 1967. This was the last year it was licensed. Thirty years later, he had the opportunity to buy it and did not hesitate. It was in relatively good condition but had not run for thirty years. Thank heaven they had drained the gas tank. It took a year to get the car back into shape. He drove it 10,000 miles, bringing the total to 130,000.

This car is a Deluxe business coupe and was purchased

new in Colorado in the summer of 1935. It was then driven to Victoria B. C. where it was registered in February 1936. Victoria is on Vancouver Island and to the best of Dave's knowledge it has not been off the island since. Imagine the roads between Colorado and southern British Columbia back then. Dave was able to contact the original owner's daughter who is now in her eighties. She remembers the Plymouth well. It was traded in on a new Hillman in 1954, and she had not seen it again until

she came out to one of our local shows.

Dave's parents bought a PJ coach in 1950 which his mother drove. Coincidentally, it was replaced by a Hillman in 1956 and became Dave's first car which he drove on farm roads until the engine blew in 1959. He promises to take better care of this one.

In talking with Dave, he is some what of a celebrity in "Plymouth circles". He is listed as a technical advisor for '50 Plymouths in the National Plymouth Bulletin.

Dave and his Plymouths, '51 Plymouth Convertible and '50 Sedan have been featured in the Plymouth Bulletin.

To find out a little more about Dave check out issues #245 & #251 of The Plymouth Bulletin.



Dave Pollock's 1935 Plymouth Business Coupe

CPPC Newsletter receives recognition

It seems the hard work by the former newsletter committee; Bill Call, Larry Catt and Earl Culbertson and others who contributed to get the club newsletter, has not gone unnoticed outside the club.

As was mentioned in the June meeting minutes, the National Club has recognized the CPPC Newsletter awarding it with the "Editor's Award" for contributions to the Plymouth Bulletin in 2000 and/or 2001.

The National Plymouth Bulletin editor has been taking information from the newsletter

and publishing it in the national bulletin.

A nice certificate was also sent from the National Plymouth Bulletin.

The CPPC Newsletter is the glue which holds the club together. Many of the club members live too far away to attend the monthly meetings.

Each month it is our goal to keep the members informed as best we can. Contributions from the membership to the newsletter and involvement in the activities are things that will keep the club growing.

"Garage Tours" are coming this July 27 be sure to R.S.V.P.

The Activities Committee is planning a "Garage Tour" for Saturday, July 27.

There are several CPPC members who have interesting collections of Plymouths and have offered to open up their garages for the members to enjoy. Members are encouraged to bring their "cars".

The tour will start at 10:00am at Bill Calls garage at 6201 SE Lake Road, Milwaukie, Oregon.

The second stop will be either in Oregon City, Oregon or Tigard, Oregon. There will be lunch stop in Sherwood before the final Garage tour, which will be in Newberg, Oregon.

There will be a sign-up sheet for the tours at the next regular meeting or members should contact Bill Call (503-698-2301 or Duane Luckow (503-761-9411) to R.S.V.P.

Cascade Pacific Plymouth Club "Kick the Tires" before May Meeting



Jim Townsend and his '40 Plymouth 4-dr Deluxe



Dan Eaton's '33 Plymouth PD Buisness Coupe



Troy House drove Tom Nachand's '33 PD Conv. Coupe



Don Sadler's '53 Plymouth Convertible, photo taken at Chrysler Club Meet in Washougal, WA



Todd Call's '48 Plymouth New Interior



Todd Call's '48 Plymouth Special Dlx Club Coupe



Tom Shepherd's '56 Fury 2 door hardtop (left) and ?? ('46, '47, or '48) Plymouth 4 door (right).

Upcoming Events

July

- 9..... Board of Directors Meeting
- 21..... All MOPAR Show & Shine
 Graham, Washington
- 23..... Regular Club Meeting
 *Guest Speaker from
 Bright Auto Upholstery*
- 27..... Garage Tours
 Clackamas, Sherwood & Newberg

August

- 13..... Board of Directors Meeting
- 27..... Regular Club Meeting
 *Guest Speaker from
 Portland Muffler*

September

- 10..... Board of Directors Meeting
- 24..... 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

1949 Plymouth Business Coupe Unique & Rare Show Car

Beautiful Deep Blue Lowered Custom Body
● French Headlights, Blue Dot Taillights &
Third Brake Light ● 12 Volt Conversion Sys-
tem ● Shaved Door Handles, Trunk Handle
and Gas Door ● One-piece Windshield,
Etched Rear Window & Tinted Windows ●
Louvered Hood ● Fender Skirts ● Chrome
Grill & Bumpers in excellent condition ●
1949 Plates & Brackets in perfect condition
● Front Disk brakes ● Painted Pin-Striping
● Carpeted Trunk ● Dual Exhaust ● Cus-
tom Interior ● Stereo/Radio/Cassette ●
Original Flathead 6-Cylinder with 3-Speed
Overdrive. \$13,500.00
Curt Perkins for an appointment:
Daytime Phone 503-531-0600
Evening Phone 503-649-5993



Wanted:

35/36 Plymouth rear engine mt
crossmember, also tranmission for
same. Bob at 503-780-7277

For Sale:

1951 Desoto 4dr, complete car, needs
restoration or use as a
parts car.\$150 Bob at 503-780-7277

1948 P15C 4 Door. Complete, engine,
tires, grill, light, stainless trim excel-
lent. I thought perhaps some of the
Cascade boys would be intersted in this
- Free for Take Away

Chet Boutilier - Body Shop

55 Fredrick Street

Port Townsend, WA 98368

Wk. 360-385-1330 Hm. 360-385-4259

1950 Front end, differential, transmis-
sion, brakes and horn off of 1950 Ply-
mouth Business Coupe. Make offer.

Tom Heflun (503) 475-4163

Wanted:

'65 Plymouth left & right rear tail light
trim pieces that attach to the fenders.

Dale Payne (503) 977-1704

Dale Payne 10125 S.W. 36th

Court, Portland Or 97219 (503) 977-
1704 or e-mail at dpayne@pcc.edu



Cascade Pacific
Plymouth® Club, Inc.

Affiliate of Plymouth® Owners Club, Inc.

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