

Upcoming Events

June 2006

- 3 (Saturday).....Tech Committee Mtg.
13 (Tuesday) Board of Directors Mtg.
Membership/Finance Mtg.
25 Government Camp Tour
27 (Tuesday) ...Regular Membership Mtg.

July 2006

- 1 (Saturday).....Tech Committee Mtg.
11 (Tuesday) Board of Directors Mtg.
Membership/Finance Mtg.
15CPPC Tour to Sisters, OR
25 (Tuesday) ...Regular Membership Mtg.

August 2006

- 5 (Saturday)Tech Committee Mtg.
8 (Tuesday)..... Board of Directors Mtg.
Membership/Finance Mtg.
19 (Saturday) Hot Dog-Ust Day Cruise-In
@ Haggens, Oregon City, Oregon
22 (Tuesday)Hotdog Feed &
Regular Membership Mtg.

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
5:30 PM Finance/Membership Mtg.
6:00 PM Board of Directors

Plymouth Parts/Cars for Sale/Wanted

Build Cards Information for Your Plymouth

Daimler Chrysler has kept on file the "build cards" for most off the Chrysler Corporation U.S. built automobiles from 1930 thru 1967. These are available from:

Daimler Chrysler
Corporate Historical Collection
Attn: Lorri Dunning; CISM 488-00-00
One Chrysler Drive, Auburn Hills, MI
48326-2778
E-mail: ld89@daimlerchrysler.com

The fee is \$45.00. They will of course, need your car's serial number. For most of the 1930's the serial number is found on the front passenger door post. The engine number (on the block above/behind the generator) and the body number (on the firewall) are all different from the serial number. The Build Card shows what the original engine number and body number were. It takes about three weeks for delivery of the Build Card.

Wanted:

Late '50's 230 cubic inch 6-cylinder Plymouth engine. Would also like to locate 2-barrel carburetor and intake for same. Please contact Tom Nachand at 541-764-2011 or e-mail at 33plym@centurytel.net.

For Sale:

1953 Plymouth for sale. Cranbrook 4dr. Decent little car - \$2700 or best offer.
Call Don Hufschmid - 503-577-7899

1962 Chrysler Crown Imperial 2 dr Hardtop. Please rescue this car - \$1,500, delivery available. Call Don Hufschmid - 503-577-7899



Cascade Pacific Plymouth Club, Inc.

Affiliate of Plymouth Owners Club, Inc.

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



Volume Seven, Issue Six

June 2006

Herb Watkins and his 1948 Plymouth Woodie, CPPC's Resident Woodie Expert

CPPC member Herb Watkins is quiet and doesn't say a lot at the monthly meetings. Did you know his unique talent is making Woodies out of cars from the late forties?

Over the last five or six years Herb has made 4 Woodies. Presently he still has a 1948 Nash and a 1948 Plymouth, which has an interesting history.

CPPC member Jimmie Fox recently sent me some pictures of Herb's '48 so I thought it was time I went to see it myself.

The '48 was a 4 door sedan, formerly owned by CPPC member, Walter Prang, who owned it since it was new; until he passed away recently.

Herb kept the '48's original running gear, the original 6 cylinder engine, transmission, and differential, steering gear, etc. 6 volt DC system.

Herb has made a few changes, the '48 now has different wheels and the dual outlet exhaust, not the split dual manifold and he has lowered it 2 inches.

The most interesting thing that makes Herb's story so unique is that he converts the car into a Woodie. Walt says he likes cars from the late forties, especially P-15's since their parts are readily available.

First he cut out the original sheet metal he didn't need and replaces it with new sheet metal. Next he welded in brackets to mount the Mahogany wood panels and larger pieces of poplar that will become the molded exterior.

There is a lot of pre planning that goes into each Woodie; matching up body lines of the original metal so that when it is all done the



Herb Watkin's 1948 Plymouth Woodie

cars don't look like they have been made over. Herb says he now knows what he is doing, now that he is up to his fourth Woodie.

Herb belongs to a Woodie Club in Portland and he spoke of local people who also restore other models of Woodies. There is a lot of attention to detail that goes into Herb's work and I am sure he gets some of his passion for what he does from his Woodie Club.

Herb explained to me how he had to slice some of the wood into strips so they can be molded to fit the curve of the fenders. He even gave the top a narrowed; not quite chopped look, like the new Dodge Magnum cars of today.

If you have seen other Woodies I am sure you will appreciate the detail Herb goes to.



Herb Watkin's 1948 Plymouth Woodie looking sharp

Not everything on the '48 is stock. Herb has included some modern details from other models and years of cars.

Herb says that there are companies that make some Woodies Kits that will cost you up to \$14,000.00, if you have the right kind of car. Herb prices his work considerably less than that.

Herb has a talent for bodywork and painting, giving the '48 a fresh coat of paint that would rival most paint shops.

Herb is currently trying to sell the '48 so that he can begin his next Woodie, that is a 1941 Packard.

Herb says he may bring the '48 to the next Plymouth Club meeting, you might look for it in the near future.

By Mike Bade
Photos by Herb Watkins



Herb Watkins shows that even the spare tire compartment is detailed.



Cascade Pacific
Plymouth Club, Inc.

Affiliate of Plymouth Owners Club, Inc.

P.O. Box 2988
Clackamas, OR 97015

CPPC Officers 2006

President Don Hufschmid
PH:503-577-7899Portland, OR
Vice President..... Andrew Haugen
PH:503-652-1962Milwaukie, OR
Secretary Vicki Williams
PH:503-266-4287Canby, OR
Treasurer.....Dolores Call
PH:503-698-2301Portland, OR
Member at LargeDave Benfield
PH:503-829-3435Mulino, OR

Standing Committees

Activities Jerry Klinger
PH:503-665-8330 Gresham, OR
Co-Membership/FinanceBill Call
PH:503-698-2301 Clackamas, OR
Co-Membership/Finance .. John Sweeney
PH:503-281-5159 Portland, OR
Newsletter Mike Bade
PH:503-653-8102 Milwaukie, OR
Refreshments.....Dennis Mowery
PH:503-760-3184 Portland, OR
Co-Tech Advisor..... Jimmie Fox
PH:503-774-3441 Portland, OR
Co-Tech Advisor.....Loren Bennett
PH:503-547-0865 Hillsboro, OR
Cell: 503-201-5537 (No charge)
MayflowersLorraine Griffey
PH:503-666-2222 Gresham, OR

email/mail articles to:

Mike Bade mdsbade@msn.com
P.O. Box 2988- Clackamas, OR 97015

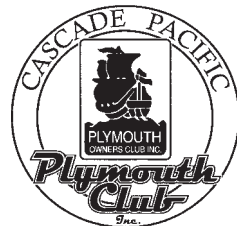
Membership:

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 MAY Regular Meeting Highlights

There were 54 in attendance at the
May meeting.

Cari Catlow was welcomed back
from California. Cari joined the club last
year while recuperating at her mother's
(Lorraine Griffey) and went back to
California to her job after Christmas.
Obviously Cari missed the Plymouth
Club and found a job in Tualatin and
moved back to this area.

Dolores Call reported that there was
\$9,756.55 in the treasury.

Bill Call asked the membership to
please come up with speaker sugges-
tions. He has lined up someone from
Clackamas County Fire to come talk to
the club but more ideas would be greatly
appreciated.

It was reported that Mel and Sue
Nilsen's son was the Portland Police of-
ficer injured in the accident on I-84. Al-
though seriously injured he is expected
to make a full recovery and return to
work.

The evening's speaker was Mike
Chidester from DuPont Paint Systems.
He provided the Club with a website
that links original paint colors on old
cars to colors available today.

Go to www.performancecoatings.
dupont.com and look for "Historical
Color Library.

Vicki Williams reminded the mem-
bership that it was time to gear up for
the August 19th car show at Oregon City
Haggen Food and Pharmacy.

She had the form letters to give to
potential sponsors and fliers to hand out
at car shows.

This year there will be a challenge
to members to bring in the most spon-
sors and/or donations. The person
who contributes the most in the way of
sponsorships and prize donations for
the show will receive the Club's portion of
the 50/50 pot at the August meeting.

The pots have been running well over
\$50.00 each month and since the August
meeting is our annual hot dog feed it will
probably be a good one so good luck!

She encouraged everyone to donate
door prizes and get donations of door
prizes. Last year's show was very suc-
cessful and it is hoped the 2nd annual
will be just as good.

This year the Club's mural will be fea-
tured at the show and every registered
car will have a picture taken in front of
the mural.

Also, the Board decided that some
of the proceeds from this year's show
would be donated to the Northwest

Vintage Car and Motorcycle Museum in
Brooks, Oregon.

Dave and Mindy Benfield were
thanked for their role in planning the
tour to the Spruce Goose.

There was a great turnout and the tour
and museum were well worth the trip.

The next tour will be Sunday June
25th to the Government Camp area. Jerry
Klinger is organizing this one as a joint
tour with HACO.

Jerry collected \$9.00 per person for
this tour at the meeting.

Mike Bade is designing a commemo-
rative t-shirt for the tour to Sisters on July
15th. T-shirts will be \$4.50 each (\$5.50 for
XXL or larger). The cost of the t-shirt also
includes snacks for the community room
in Sisters.

Jerry also provided applications for
members to put their car in the NWCC
show in October. If you'd like to display
your car, let Jerry know.

Don Hufschmid implemented his
new "Coulda, Shoulda, Woulda" discus-
sion. Members shared their stories about
cars they "coulda" had, "shoulda" kept
or things they "woulda" done.

Lorraine Griffey gave the report
on the Mayflower tour to the Leach
Botanical Garden and lunch at Pat and
Patty Brost's. The Brost's have a regular
museum home themselves.

There will be no Mayflower tour in
June but July will be to the Salem Art
Festival on Friday July 21st.

Jimmie Fox reported on the May
Technical Committee meeting at Steve
Parkers.

Jimmie also donated a "squirrel cage"
to be used to mix up the raffle and 50/50
tickets.

Members Dale McLean, Jerry Klinger,
Denis Rice and Dennis Mowery showed
their intelligence in the car quiz ques-
tions. The door prizes were won by
Joyce Catt, John Sweeney, Don Ryan,
Ray Dunn, Denise Rice, Ann Klinger and
Josee Stewart.

The 50/50 pot of \$67.50 was won by
Jerry Klinger.

There was discussion about the Na-
tional Club's car registry. All National
members have received a letter about
updating their car information for a
national registry. Some members re-
ported they called the phone number as
instructed and found out this registry is
going to be a book that will cost over \$30.
Most members have been ignoring this
request.

By Vicki Williams

Seller Beware,

Continued from Page 6

the shipper as they wanted cash up front
before they'd pick up the car she was
selling because it was going out of the
country. They told her they'd reimburse
her the difference and some extra cash
for the trouble.

Another person reported he had
been scammed by the same people.
The police said that if these guys really
are from Canada or out of the country,
neither they nor the FBI can do much
about it, other than scare them.

If they actually show up in the USA
to collect a car or some of this bogus
money then they can do something. The
police advise that with any internet sales
you should meet the supposed buyer
or seller of a vehicle in person and if at
all possible get the hard verified cash
in hand or accompany the buyer to the
bank which issued the cashier's check or
money order to be sure the check is for
real.

Banks recommend that you buy a
special marker that you can test cash to
make sure it is not counterfeit.

A recent article in the Oregonian
described how all of us are vulnerable to
fraud when cashing checks. An example
was given of someone selling their 1968
Mustang online.

The seller received a firm offer from
an overseas classic car dealer. The buyer
sent the seller a check for \$14,000 even
though the selling price of the car was
\$8,000. The buyer said the extra money
was to cover shipping and asked the
seller to wire him the difference.

The seller deposited the check and
checked with his bank to make sure the
check had cleared. Several days after
the deposit his bank informed him the
check had cleared and the seller wired
the buyer the \$5,000.

Four days later he found out the
\$14,000 check was no good and the bank
was demanding he repay the \$5,000.
Federal rules require banks to release
funds from a consumer's deposit quick-
ly, usually within one to five business
days, depending on the kind of check.

However, it can take weeks before a
bank discovers a check is fraudulent. So
when a teller says "a check has cleared"
that usually means the hold time is over,
but it does not necessarily mean the
check is not fraudulent.

Back to Tim's 1957 Chevy...he sold
the car to a body shop owner whose
business is two blocks from where Tim
lives and it was a cash deal.

By Vicki Williams

June Technical Meeting:

The June 3rd, 2006, Technical Meet-
ing was held at Jimmie Fox's resident
and was a success.

We had seven in attendance. They
were left to right, Herb Watkins; Dave
Williams; Marlo Edman; Tim McCarthy;
Ted Miller, a friend of Ken Rose; Ken
Rose; and Jimmie Fox, (Jimmie taking
the picture).

The 1948 Plymouth (Modified) Sta-
tion Wagon belongs to Herb Watkins.
Herb is still working on his car, and
it is turning out beautiful. See "Herb
Watkins Project" in this News Letter.

Marlo brought a differential from
his 1935 Plymouth Pickup Truck. The
gears from a 1936 was checked to see if
they would work in the 1935 differential.
What we found was the 1935 gears has
a round pin in the spider gears.

To where we found a square block
with the pin going through the block in
the 1936 spider gears,
The axle shafts push up against the pin
in the 1935 model, and the block in the
1936 model when they are installed.

By using the 1935 Axle shaft with
the 1935 gears, they fit fine, BUT, when
using the 1935 axle shafts with the 1936
gears, which have the square block with
the pin running through it, the 1935 axle
shafts are approximately 1/4 of an inch
to long. (This is due to the block taking
up more room for the axles than the
round pin).

The decision was made that the ends
of the axle shafts each would have to
have 1/4 of an inch cut off. This would
allow the axle shafts to go in far enough
for the axle bearings which are pressed
onto the axle at the outer end of the dif-
ferential housing to fit properly.

Be sure to install new rear axle seals

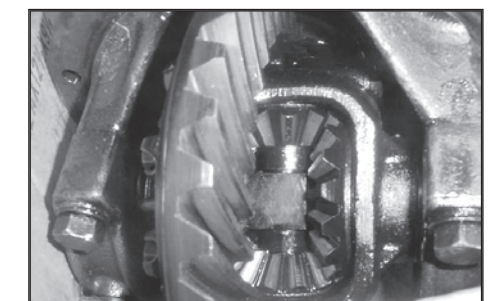
on the inner and outer sides of the bear-
ings. When installing new wheel bearing
grease, DO NOT over lube and push out
the seals. Be SURE you use an excellent
grade of wheel bearing grease. DO NOT
use a HIGH PRESSURE gun to install the
grease, use a hand gun. Hand pack the
bearings before installing them into the
housing. You will need more grease, use
a hand gun to install the grease.

"The next Technical Meeting will be
July 1st, 2006, (Saturday) at Jimmie Fox's
resident, 6707 SE 63rd. Ave, Portland,
Oregon 97206, Phone number 503-774-
3441". All are welcome to attend.

Jimmie Fox
Technical Committee



CPPC Members at Tech Mtg



Marlo Edman's Spider Gears

Cascade Pacific Plymouth Club Technical Committee

- Pat Brost503-761-2792 Email: (None) Portland, OR.
Larry Davidson503-632-6834 Email: lilponderosa@msn.comMulino, OR.
Bob Dimick360-885-1113 Email: (None)Brush Prairie, WA.
Scott Farnsworth503-254-8300 Email: sfarnsworth@tk.comPortland, OR.
Jimmie Fox503-774-3441 Email: w7chm@worldnet.att.net Portland, OR.
Tony Gemma503-631-4735 Email: (None)..... Oregon City, OR
Duanne Luckow503-761-9411 Email daluckow@aol.comPortland, OR.
David Pollock250-743-4859 Email: dnpollock@shaw.ca (Canada)
Philip Post541-535-1860 Email: harrigerj@charter.netTalent, OR.
Dennis Rice503-393-7231 Email: barice45@aol.comKeizer, OR
John Sweeney503-281-5159 Email: (None)Portland, OR
Paul Taylor805-929-8504 Email: (None) (California)
Dave Williams503-266-4287 Email: ilikemopar@aol.comCanby, OR.
Charles Willis503-777-5069 Email: upandstuff@netzero.net Portland, OR.

If you have a question for the Technical Committee, please call one of the above. We will
do all we can to help you with your car. NOTE: Keep this list in a handy place for the future.

TECHNICAL TIPS for June 2006

1934, 1935, and 1936 REAR AXLE (Semi-Floating)

Rear axles are designed so that the drive gear and pinion, together with the differential, may be removed as a unit from the axle housing. The drive pinion is integral with the pinion shaft and the drive gear is secured to the differential case. The axle shaft is splined at the inner end to mesh with the differential side gear.

PINION SHAFT BEARING ADJUSTMENT

(Semi-Floating Axle).

Pinion shaft bearings should be adjusted with tension on the rollers and no end play. Adjustment is made by removing or installing shims between front end of the pinion bearing spacer and the pinion front bearing inner race. Adjustment is made in the following manner:

1. Remove the rear universal joint pinion flange, pinion shaft oil seal and pinion shaft front bearing.
2. Add shims, for example, .008" to permit free end play of the bearings.
3. Reassemble the front bearing, oil seal and universal joint flange.
4. Measure the amount of end-play of the pinion shaft with a dial indicator. The end-play shown on the indicator, with the extra shims added, should be .004" more than the finished job.
5. Remove parts again and remove the shims of a total thickness equal to .004" more than the total end-play shown on the indicator. This will cause a draw or tension on the bearings of .004".
6. Reassemble the bearing, oil seal, and universal joint flange. The indicator should show no free end-play. In many instances, it is possible to relieve tight pinion bearings by dropping the rear end of the propeller shaft, pulling the flange and removing the drive pinion oil seal, with the special oil seal puller. This will permit removal of the forward bearing so that a thin shim can be installed, which will decrease tension sufficiently to relieve the condition mentioned. The oil seal should be installed with the pinion seal drift, (special tool), so that it will be down tight against its seat, in order to prevent grease leaks at this point. Before adjusting drive pinion bearings, the end-play of the shaft should be checked, as it is necessary in some instances to remove the drive gear and differential assembly in order to adjust the pinion

shaft bearings.

AXLE SHAFT (Semi-floating Axle)

When removing the rear axle shaft, it is necessary to disconnect the hydraulic brake tube at the wheel cylinder and remove the brake support. The brake pedal should be blocked (so the passage between the Master cylinder reservoir and the cylinder is covered by the Master cylinder piston) with a piece of wood between the pedal pad and the toeboard. Always prevent damage to axle shaft bearings and axle housing by using the correct axle shaft puller. It is also essential that correct pullers and installing tools be used as illustrated, when changing axle shaft bearings. When changing axle shaft or bearings, always inspect the oil seals and install new oil seals if any sign of leakage is found. The inner oil washer on the semi-floating rear axle is easily removed with the special oil seal puller. In the event of leakage at this point, the axle shaft should be removed and the oil seal replaced. When installing the new oil seal, the special drift should be used to drive the washer into the housing. When installing the new oil seal, the special drift should be used to drive the washer into the housing so that it is down tight against its seat. The inner end of a broken axle shaft will come out with the differential and carrier if the break is less than 8 inches from the inner end of the shaft. If the break is more than 8 inches from the inner end of the shaft, it will be necessary to snare the inner end out through the housing with a wire loop.

AXLE SHAFT BEARING ADJUSTMENT

(Semi-Floating Axle).

The axle shaft bearings are adjusted by removing or installing adjusting shims. The adjustment is made as follows.

1. Remove wheel and hub.
2. Place indicator on axle drive shaft and housing and determine amount of end-play in the axle shaft.
3. Remove the axle drive shaft bearing oil seal and the brake support assembly, (disconnecting brake tube).
4. Add or remove shims to obtain the specified amount of end-play.
5. Reassemble in reverse manner.

Continued next Month

by Jimmie Fox

Seller Beware

You have heard the old adage "buyer beware" warning you when you go to buy something to make sure you check it all out first. Nowadays there is also "seller beware" and CPPC member Tim McCarthy learned it first hand recently when he placed an ad on Craig's List to sell his 1957 Chevy 210 hot rod.

He undoubtedly was trying to make room for another Plymouth! A few days after placing the ad in the Portland and Seattle regions of Craig's list Tim was contacted via email by a man named "Mike" who said he was from 'carlinks.com' (a legitimate web site).

"Mike" said his uncle was looking for a car just like what Tim had for sale but he wasn't computer savvy so "Mike" was handling the transaction for his uncle. "Mike" said he was from Quebec, Canada. He offered Tim his full asking price and said he would be sending a cashiers check by express mail.

It took the cashiers check two weeks to arrive and it came in an envelope with no return address with a note enclosed saying the transport people would arrive by the weekend.

Tim was starting to feel a little uneasy about the transaction so he located the credit union that had issued the cashiers check on the internet. They were a legitimate credit union and Tim contacted them about the cashiers check.

He described the check to them including the correct watermarks on both sides and the credit union representative said it sounded like it was a good cashier check.

However, when they ran the check number and the purchaser's name it was discovered that the credit union had never issued a check with that number and the person's name on the check was the name of a past customer of theirs who was an elderly lady who had not banked with them for over 4 years and she was not even from Canada or anywhere close.

Tim then contacted the Tigard police and they collected all the evidence. Tim informed "Mike" that he had turned everything over to the police but even with that warning "Mike" continued to urge Tim to cash the check.

Finally the emails stopped. Tim posted a warning on Craig's List and received a reply from two other people who had experienced the same type of scam.

In one case a woman received a cashier check for \$12,000. The buyer asked her to cash it and send \$3,000 to

Continued to Page 7

The Steering Column, A Message from the President

Hello! 2006 is within a couple of days of being half over, but the best is yet to come for members of CPPC. Members have just finished another fun cruise to Government Camp on Sunday, June 25th. Jerry Klinger, activities director, will bring the highlights to the meeting.

I am putting out a call for everyone to attend the club meetings. Put a couple of gallons of \$3.00 gas in your Plymouth or drive your daily ride, we don't care, just show up. A good time with great people is guaranteed.

Participate, volunteer, raise your hand and offer to do something for CPPC. Mooch items for the goody bags for the cruise, nail down a sponsor, help out at club meetings, bring a friend or neighbor to an event. PARTICIPATE!!!!

Be sure to bring your old car to the club meeting so the other members may enjoy it and learn about your car and its history.

The 2nd Annual CPPC Cruise-In, scheduled for August 19th at Haggen's in Oregon City will be a great time. Please help with getting donations, door prizes, and sign up for the activity list. It's going to be a super day! We have a good club with great people. Let's go play with our Plymouths.

Swap Meet 2007 – it will be here before you know it. You may bring your donations to the meetings or have your items picked up by club members in September, November, January, and March. Please have your items clean and marked, car parts, old tools no longer used, car magazines, etc. Call Don Hufschmid if you have questions.

Please feel free to call me anytime about club business or activities. I prefer a phone call to email.

Thanks,
Don Hufschmid, President
503-577-7899.
hfschm5@aol.com.



Update on Hot Dog-Ust Day Cruise-in, August 19th

It is only about two months until Cascade Pacific Plymouth Club's 2nd annual car show.

This is the major fund raiser for the club and we hope this year will be every bit as successful as last.

Dave and Vicki Williams are coordinating the show again this year but it can't be a success without the help from lots of members.

Last year was a major group effort and we ask for the same kind of support again this year. This year we are going to feature the Club mural at the show and every registered car will have a picture taken in front of the mural.

Vicki has form letters that can be taken to anyone wanting to make a donation.

We are happy to report that at this printing we have our first sponsor, Matthews Memory Lane, brought in by Les Conner. Thank you Les and thank you Dale Matthews!

Last year we had a lot of great door prizes and as a result sold lots of tickets to those wanting to win those prizes. Donations of door prizes are needed as well as items for the goody bags. Goodie bag items should come in lots of 100 if possible but any amount will be appreciated.

Donations can be brought to the member meetings or call Vicki Williams to arrange for pickup. We will also need people to help the day of the show.

Last year we had lots of volunteer help and this year we hope to work duties in shifts so that everyone who wants

to can participate. If anyone would like to participate in the planning of the show activities just let Vicki or Dave Williams know.

If you attend car shows regularly you know that the majority of shows are for some sort of charity. Our show was implemented as a fund raiser for our club to supplement the cost of operating that the dues alone aren't able to do.

The Board of Directors recently decided that a portion of our car show revenue should be donated to some sort of charity. Different ideas were discussed and it was ultimately decided that the Club would donate to the Northwest Vintage Car and Motorcycle Museum.

It was thought that this would be somewhat of a neutral charity that the majority of the club would support. The museum is in Brooks, Oregon on the same property as Antique Powerland.

The mission of the museum "is to promote the life-long education of our community in interpreting the heritage, history, and evolution of automobiles and motorcycles twenty-five years old. Appropriate activities generate interest, fund raising and fun and camaraderie among the members and visitors." The Plymouth Club took a car tour to this museum a couple of years ago.

Currently the museum has a replica of an old Texaco service station. Also, the floor is in place for the main building. The Museum has set a goal to raise \$500,000 toward the overall museum plan by April 2008.

Ultimately this will be the only mem-

ber-owned car and motorcycle museum in the Northwest. Many car clubs have donated sweat equity as well as dollars for this cause.

One of the fund raising activities is a brick walkway. The museum is selling bricks that are engraved with the purchaser's name. The larger bricks sell for \$250. This is roughly about 10 percent of what the car show took in last year.

The CPPC Board of Directors approved the donation of \$250 for the purchase of a brick at the Northwest Vintage Car and Motorcycle Museum. The brick will be engraved with the Club's name. For more information about the museum and to see a photo of the brick walkway go to www.nw-carandcycle.org.

Notice of Meeting Time Change

Please note that the time for the Membership/Finance Committee Meeting held the second Tuesday of every month at Clackamas Community Center has been changed to 5:30PM and the Board of Director's Meeting immediately following has been changed to 6:00PM.

All members are welcome to attend either meeting. This change takes effect on July 11, 2006.

The change was made to accommodate HACO moving their meetings back to the Clackamas Community Club the second Tuesday of each month.

Upcoming CPPC Tours, make your plans to attend

Dust off the old Plymouth; fill the tank up with gas (you might want to wear blindfolds when you do this) and get ready for a summer full of fun activities.

On Saturday, July 15th members will head out on a scenic tour to Sisters hosted by Mike and Donna Bade and Jerry and Ann Klinger.

This will be an overnight tour and rooms are being reserved at the Sisters Inn and RV (541-549-7829). The room includes a continental breakfast. Members are asked to bring along a snack or lunch to eat while traveling in order to facilitate a faster trip.

This tour will encompass some very scenic back roads. One of the highlights of this tour will be traveling the McKenzie Pass, a highway normally closed most of the year due to snow.

This is an extremely scenic byway and will include a stop at Dee Wright Observatory, a rock formation at the summit of the McKenzie Pass highway. Lava tubes have been formed in this observatory and each one faces a different mountain in the Cascade Range.

A recreation room will be available at the hotel. Mike Bade is designing a commemorative t-shirt for this event and he and Donna will provide snacks for the hospitality room.

Dinner will be at Sully's Italian Restaurant in Redmond. Cost for dinner will be \$16.00 per person.

Many other events and tours are planned for the remainder of the summer. Keep reading your newsletter to keep posted on the details of these events.

By Vicki Williams

Did You Know?

Recently Don Osias purchased a new Plymouth for his fleet. He was having a problem with it just dieing on him for no apparent reason.

He took it into a shop and had the fuel pump and filter replaced and the carburetor rebuilt. As he drove away from the shop with the work completed the car died just as before.

He called Dave Williams from the Tech Committee and asked if he could put a sock on the fuel tank pick up line in the P-15.

Dave was pretty sure they didn't start using socks until the late 50's but told Don he'd get back to him after he did some research. Dave will attest that you learn something new every day because when he got out some old repair manuals he found out that the 46-54 fuel tanks contain an Oilite filter through which gasoline passes as it is drawn to the fuel pump.

The filter requires no servicing, as it is

self-cleaning, due to the surging action of the gasoline on the suction surface of the filter.

The surging action of the gasoline keeps filter surfaces clean. It would take an accumulation of three pints of dirt to make this filter inoperative.

Should the filter actually clog, it can be cleaned out with compressed air without removing it from the tank. Merely detach a fuel line and blow back into the tank, and then drain out the dirty gas and dirt that was removed from the filter.

The cleaning should be done very carefully. Only a small amount of air should be applied at first, and then as the filter opens up, more air can be used to make the cleaning thorough.

Not only should the tank be drained after this, but a little clean gas should be poured in to rinse away the dirt that has been removed. Some Plymouth models have a glass sediment bowl in the bottom

Mayflowers Update

The group decided to skip the month of June, the next Mayflower event will be Friday, July 21st when we go to the Salem Art Fair, coordinated by Virginia Dunn and Barbara Rice.

Be sure to sign up at the CPPC meeting or call Lorraine Griffey at 503-666-2222 – you are all invited to join this fun group!

By Lorraine Griffey

Member Care

Lorraine Griffey recently underwent hip replacement and is home recuperating.

Mel and Sue Nilsen's son Matthew, a Portland Police Officer was injured on the job when a car went over the medium on I-84 and struck his patrol car.

He sustained some serious injuries but is recuperating. Since the accident prevented him from attending his scheduled wedding, he and his bride were married in the hospital chapel.

We wish both Lorraine and Matthew speedy recoveries.

of the fuel pump, but it is not necessary to clean it because of the self-cleaning element in the fuel tank.

Don indicated he would take the car back into his shop and have them clean the filter.

Hopefully the next time he drives away from the shop the car won't die.

Information from a 1957 Popular Mechanics "Manual for Plymouth Owners", covering 1946 to 1957 Models.

By Vicki Williams

Belated July Birthdays

Happy July birthdays to the following members:

Hank Baker and Bob Phair – 1st
Dennis Mowery – 2nd
Pamela Fowler – 6th
Chuck Willis – 7th
Philip Post – 10th
Cindy Wilson – 11th
Dan Holms – 12th
Annalee Mayhew – 14th
Victoria Cerruti – 15th
Karen Ryan – 28th
And any others who have not reported their birthdate!

By Vicki Williams

May CPPC Tour to Evergreen Aviation Museum

Although the weather on Saturday, May 20th, looked a bit foreboding at the onset, not a drop of rain fell and clearing skies in the morning turned out for perfect conditions and a "pleasant flight".

32 people associated with CPPC and 3 friends of ours attended the all day event. Most of the CPPC folks came in their old Plymouths and our friends came in a Plymouth Prowler and a Corvette. The amended "flight plan" called for "take off" from Oregon City Shopping Center at 8:15a.m. and we stuck pretty close to that "departure time".

After "landing", getting a short "refueling break", and a photo-op on the "flight line", we started our guided tour at 10:15a.m. Our tour guide, Jack Dozzi, did an excellent job on the nearly two hour "flight".

This is a truly world class aviation museum with some of the most historically significant aircraft in the world, not to mention the museums centerpiece, Howard Hugh's Spruce Goose.

Our friend with the Corvette, Tim Killingbeck, got to help Jack and share some of his Vietnam era experiences with an Army aircraft he had worked on-nothing like first hand experiences!

Next we picked up our lunches. A few folks took theirs outside, but most of us enjoyed each others company and mingled with some of the other "passengers".

Not only were we able to take in the many interesting exhibits of the flight museum itself, a "large squadron" from a Model A Ford Club. The Brost's were spotted in that group "flying" their Brand X.

Several people stayed for quite a while after lunch, the last to leave being us and the VanCoelen's at around 4:30 p.m.

This was our first tour and we would like to thank folks for giving helpful hints. Vicki Williams, always the eager volunteer, suggested part of the route that made for pleasant driving and mostly rural scenery. She also took up the "tailgunner" position with hubby

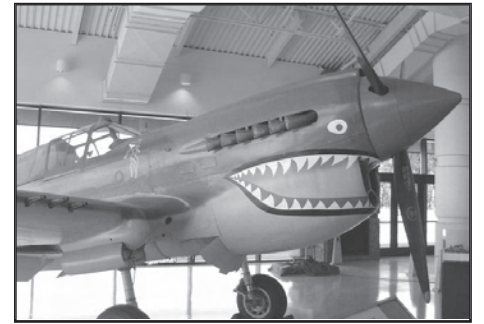
Dave and kept us apprised of the status of all participants via walkie-talkie.

It appears that everyone had a good time, there were no mechanical problems, and even the weather ended up cooperating. Thanks to all who "flew" with us.

Article by Dave and Mindy Benfield,
Photos by Vicki Williams



Evergreen Museum host informed CPPC members details about the planes displayed.



Museum offers wide variety of planes.



Retha Harden making pre-flight check.



From the picture the Spruce Goose looks big.



Retha Harden checking out the many planes displayed.



Good showing of Plymouth club members for the CPPC Tour.



Impressive line-up of Plymouths in front of Evergreen Aviation Museum.