

**Upcoming Events****March 2008**

25 (Tues).....Regular Membership Mtg

**April 2008**

4-6 (Fri-Sun) ..... Portland Swap Meet

8 (Tues).....Board of Directors Mtg

9 (Wed).....Mayflower Tour:

Portland Underground

9 (Wed).....Deadline for Newsletter Items

12 (Sat).....Tech Committee Mtg

22 (Tues).....Regular Membership Mtg

**May 2008**

27 (Tues).....Regular Membership Mtg

**June 2008**

21 (Sat).....Tour/Picnic at Tiffany's

Home, Stevenson, WA

Regular Membership Meetings:  
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

Board of Directors Meetings:  
2nd Tuesday of each month at 5:30 p.m.  
Same address, front building.

Membership Committee Meetings:  
2nd Tuesday of each month at 4:30 p.m.  
Elmer's Pancake House, Clackamas

**Plymouth Parts and Cars: For Sale/Wanted****FOR SALE:**

Rear wood wheel spare tire rack for '28-'30 Plymouth sedan. Good condition; not bent. Will not fit a coupe or roadster. Dismantled for shipping; rivet or weld back together. Needs the clip plate that holds the wheel in place (plate is often listed on eBay) \$75.00

Pair of new, never mounted 4.75/5.00X19 Firestone Black Wall Tires. \$50 each

New replacement Running Boards for any '28-'30 Plymouth; made to match originals. \$895/set, includes lower 48 shipping.

Set of three (3) Brake Hoses, originally bought for '30 Plymouth, I think from Roberts. \$25/set

Gary Rusher 503-638-5521  
Wilsonville, OR 503-939-9320

See additional For Sale/Wanted Items on Page 5 of this issue

**FOR SALE**

Plymouth Flat-Head Edmonds dual-intake manifold with rebuilt carburetors and air cleaners; Fentons exhaust manifolds. Other parts available for 1946-1948 Plymouths.

Bob Neher 1-530-273-7620

**FOR SALE**

1949 Chrysler Windsor \$1,200/OBO  
Chrome, dash and radio look good; engine unknown; seats no good.  
Contact: Bernard 503-650-8135

**FOR SALE**

1937 Dodge Business Coupe  
Contact: Monte Haller 541-265-6173

**WANTED:**

For 1934 Plymouth, 2 dr sdn. doors; steering wheel; steering arm; drag link  
Allen Piquet 541-567-9245  
Hermiston, OR [piquetat@charter.net](mailto:piquetat@charter.net)

**Cascade Pacific Plymouth Club, Inc.**

Affiliate of Plymouth Owners Club, Inc. Founded in 2000

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



Volume Nine, Issue Three

March 2008

**Baker Home Hosts Mayflower Tour En Route to Quilt Show**

Nineteen CPPC members met at the Oregon City Shopping Center on February 22 for a Mayflower tour to visit Hank and Angela Baker at their home near Hubbard, Oregon. We were greeted by Hank and their dogs to marvel and appreciate their wonderful collection of cars as well as their farm which includes a pot belly pig, goats, sheep, an alpaca, cats, and more.

Then we got to see Angela's craft house - every woman's dream! Angela greeted us with coffee and donuts, and showed us all of her crafts and wonderful projects. She has everything you can dream of to work with her kids making whatever their hearts desire. They also do their family entertaining in this marvelous second home.

From there we went to the Zion Mennonite Quilting Workshop at Whiskey Hill, located three miles from Hubbard. This is an outstanding quilt show with some of the most beautiful quilt displays and demonstrations. You really have to see it to appreciate the beauty.



The scope of Hank Baker's garage and car collection definitely caught the attention of the CPPC members who visited in February.

Pat and Patty Brost did a great job of organizing the tour and escorting us to St. Paul for lunch at Huber's Wild Mustang Café. *By Lorraine Griffey*



Pat and Patty Brost spotlight one of the many quilting displays.



Angela Baker, left, displays her separate house for craft projects and entertaining.



Ann Klinger and Dave and Vicki Williams marvel at the quilters' craftsmanship.

**CPPC Wants to Sell**

Your Excess Car -

- Parts, used or unused
- Manuals
- Magazines
- Related Stuff

at the

Portland Swap Meet  
April 4, 5, 6, 2008

**CALL**

Don Hufschmid  
503-577-7899

For Donation

Pick Up or Delivery  
by Thursday, April 3

**Cascade Pacific Plymouth Club, Inc.**

Affiliate of Plymouth Owners Club, Inc.

P.O. Box 2988  
Clackamas, OR 97015



**CPPC Officers 2008**

**President** ..... Gary Rusher  
503-638-5521 ..... Wilsonville, OR  
**Vice President**..... Allen Tiffany  
360-798-4041 ..... Stevenson, WA  
**Secretary**..... Cari Catlow  
503-427-0155 ..... Tualatin, OR  
**Treasurer** ..... Dolores Call  
503-723-5118 ..... Milwaukie, OR  
**Member at Large**..... Rich VonAllmen  
503-762-7857..... Portland, OR

**Standing Committees**

**Activities Coordinator**  
Position Open

**Membership**

Bill Call.....503-723-5118  
John Sweeney.....503-281-5159  
Lorraine Griffey.....503-666-2222

**Refreshments Coordinators**

Dennis & Jeanne Mowery ..... 503-760-3184

**Technical Advisor**

Jimmie Fox ..... 503-774-3441

**Mayflower Tours**

Lorraine Griffey ..... 503-666-2222

**Newsletter Editor**

**Cari Catlow** .....503-427-0155  
cari\_catlow@yahoo.com  
Please submit your newsletter contributions and ideas by 2nd Wednesday of each month.

**Membership:**

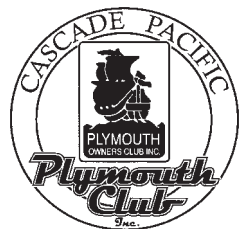
Cascade Pacific Plymouth Club, Inc. dues are \$20.00 per calendar year.  
Membership runs January 1 thru December 31.  
CPPC Mailing Address:  
P.O. Box 2988 Clackamas, OR 97015  
Concurrent membership to the National Plymouth Owners Club is required.  
<http://www.plymouthbulletin.com/members.htm>

**Advertising Rates:**

Advertising is free to current Cascade Pacific Plymouth Club Members.  
1 column by 1 inch (black and white only)

**Vendor Rates:**

\$25.00 for 11 issues, 3.5" x 2"  
Photos accompanying classified ads are \$10.00 per newsletter  
Advertisements should be Plymouth related services

**February Membership Meeting Highlights**

Duanne Luckow displayed a piece he recreated for Marlo Edman's 1935 Dodge Pickup.

Pat Brost exhibited an original promotional brochure for a 1931 or 1932 Plymouth. The actual year is not included in the text. The brochure is available for sale for \$30.

**Membership Committee:** Bill Call reported nothing new for the membership committee. They plan to meet within the next couple weeks.

**Technical Committee:** Jimmie Fox distributed drafts of the Vendors List to members of the Technical Committee to verify the business information is current and accurate. He then presented to Cari Catlow a clock he had built in honor of her new post as newsletter editor. Jimmie encouraged members to bring their automotive repair issues to the technical committee to work on as projects at their monthly meetings. He has acquired a hand-operated tool that can cleanly punch holes in steel without burrs if anyone needs to use it.

**2010 National Meet:** Allen Tiffany reported that the committee continues to research the options for the Club to host a national POC meet in 2010. A primary concern is finding an appropriate venue. The national organization prefers that the vehicles be displayed on grass. Bill Marble suggested investigating the Antique Powerland that hosts the annual Steam Up in Salem. Options for additional events and accommodations also need to be identified. At this time the Club is not committed to hosting an event.

**Newsletter:** Cari Catlow thanked the 15 members who contributed to the February newsletter, and asked for continued submissions of articles, photos and ideas. Gary Rusher presented to John Madden a CPPC Official Photographer badge in recognition of the photos John took at the Ardie Overby tour. John's photos were available for viewing on the back table. Everyone else is still encouraged to submit photos and increase the inventory for the newsletter.

**Event Ideas:** Bill Call suggested a tour of Ken Guthrie's multi-million dollar vehicle collection in May. He and Duanne Luckow and George Wessitsh will host the tour. Pat Brost offered to organize a tour to Shady Dell Train Park in Molalla in July. The Hot Dog-ust Day Cruise In is scheduled for Saturday, August 16. Duanne and Bill will ask Ken Austin if we may tour his garage in October.

**The Quiz:** Winners of the quiz were Vicki Williams, who knew that Pat Brost's 1933 Convertible Coupe has appeared twice on the cover of the National POC Bulletin (a 1992 back cover and a 2007 front cover); Ken Rose; and Mary Eccleston.

**Refreshments:** Chuck and Stephanie Willis provided an abundance of delicious homemade cinnamon rolls and mini-muffins.

**Door Prizes:** The evening's door prizes were won by Lorraine Griffey; Nancy Conner; Jerry Dixon; and Joyce Catt.

**50/50:** The 50/50 total was \$145. Sharon Tiffany won the \$77.50 split.

**Activities Funding Guides Promote Event Participation, Planning**

Historically, the Club has paid for a portion of entry fees or meals members attending organized events. In the absence of a current activities coordinator we would like to provide members with the steps involved in organizing an event.

The Board of Directors decided by majority vote at the March 12 meeting to establish the following guidelines:

On a case by case basis the Club will pay for some of the costs incurred by attendance to Club sanctioned activities. Typically these are activities coordinated by the Activities Chair and offered to the entire Club membership. Organizers of the activity are responsible for determining the costs and acquiring approval of the Activities Chair and Board of Directors. A CPPC Request for Funds form is available to document the request, the decision of the Board, and the disbursement of funds by the Treasurer.

For purposes of illustration, typical expenses that are likely to be approved are:

1. Admission to activities such as museums, parks and entertainment venues
2. Food items for regular Club activities
3. Materials and supplies used for Club activities

Expenses that are not likely to be approved are:

1. Alcoholic beverages (never)
2. Lodging for members at Club activities
3. Travel expenses to and from Club activities
4. Expense for non-member guests of Club activities
5. Restairamt meals

These guidelines are intentionally openended to encourage members to organize and to attend Club activities.

**Does This Gear Ratio Make My Rear End Look Big?**

Ladies, do you want to experience a true bonding experience with your car nut mate? Checking to see what gear ratio your car has can be just that! Your part will be holding one rear wheel and preventing it from turning as you gaze lovingly at your partner as he does two things at once - turns the drive shaft two revolutions while counting how many turns the other rear wheel makes.

What's the difference you ask? Better to ask "what's the differential?" It seems not all cars are created equal even when they are the same car. In the old days of the traveling salesman with the business coupe heavily loaded down with his wares Plymouth would install a higher/taller gear in the rear end so they could head on down the highway at top speed.

Now someone else may have had the exact same year and model of Plymouth but with lower/shorter gears and they wouldn't be able to keep up with the salesman on the highway without their engine sounding like it was going

to blow up! So gears really matter in vehicle performance.

One of the most common questions these days is "what is my gear ratio"? It's not something obvious. It is a number that is usually stamped on the top of the differential but if you can find it, it may not reflect the true gear ratio if any changes have been made along the way. So, there is an easy calculation you can make to come close to the actual gear ratio. Back to our bonding experience...

Once a count of the tire revolutions has been made simply divide that number into 4 and the end result will be very close to a common gear ratio. Let me share my personal experience on my SOON (?) to be finished 49 Suburban Wagon.

After jacking the rear end up enough to view the drive shaft I held tightly to the rear tire as I imagined its beautiful wide whitewall SOMEDAY rolling down the road. My wonderful husband, who had placed a chalk mark on the centerline of the drive shaft and another chalk mark on the other tire, turned the slack out of the drive shaft, and then made two complete revolutions of the drive shaft while counting how many times the tire turned.

The resulting number was 1 and 6/100 turns or 1.06. Using the before-mentioned calculation, 4 divided by 1.06 equals 3.77 which is closest to a gear ratio of 373. The number stamped on the top of the differential of this engine is 373. Three common Plymouth gear ratios are 373, 391 and 411.

Since tire size will impact your calculations this method can only result in a "ballpark" figure that comes closest to a common gear ratio. This method will work for all gear ratios and all makes of cars.

**NEXT TIME: Why Not to Remove a Radiator Cap from an Overheated Engine** (to be continued after the bandages are removed).

*By Dave and Vicki Williams*

**March Guest Speaker: Local Automotive Detailer**

The March guest speaker will be Karolina Aleksashina, owner of Choice Detailing at 8530 SE Foster Road in Portland. We look forward to hearing her approach to maintaining the interior and exterior of our treasured vehicles.

**2008****Refreshments Schedule**  
(Another Good Reason to Meet)

April	Ken & Philis VanCoelen
May	Don & Karen Ryan
June	Les & Nancy Conner
July	Larry & Joyce Catt
August	Hot Dog-ust Night
September	Jerry & Joanne Dixon
October	Mike & Donna Bade
November	Annual Potluck

Please coordinate with Dennis and Jeanne Mowery, Refreshments Chair, regarding access and supplies.

**February Speaker Triggers Ideas for Custom Designs**

Dan Garrison of Instant Imprints showed members at the February meeting a good sample of his products and services.

Dan brought shirts, jackets, mugs, water bottles and also license plate frames. These represent a small sampling of the hundreds of products he has to offer. All items can be ordered in any quantity, large or small.

Also, members were quite impressed with the rollup screen that was demonstrated by Dan. It could be a great advertising screen for CPPC to use at swap meets, cruise-ins, and other events. I'm sure we will be investigating this more.

We thank Dan for visiting us and for his interesting presentation.

See you all soon,

Joanne Dixon



Jerry Dixon points out the details of the aluminum show sign Dan Garrison customized for their 1967 Barracuda Formula S.

Happy March Birthday Wishes to the following members:

Donna Bade - 1st  
Eldeen Simmons - 1st  
Gary Harden - 1st  
Mindy Benfield - 2nd  
Toni Well - 2nd  
Nancy Conner - 5th  
Yvonne Whitting - 5th  
John Sweeney - 12th  
Tom Shepherd - 14th  
Linda Stearns - 15th  
Marty Anderson - 17th  
John Nicklaw - 18th  
Loren Bennett - 20th  
Stephanie Willis - 23rd  
Charles Reifschneider - 24th  
Jack Hagglund - 24th  
Edward Corrigan - 26th  
Robert Stearns - 30th

And to any others who prefer to celebrate anonymously







Russ Ashley demonstrates how Jimmie Fox's manual tool punches a hole through steel. It is available for club members to use.

## Tech Talk With The Fox



### LIGHTS AND LIGHTING SYSTEM

#### LIGHTS DO NOT BURN

Possible cause:

1. Burned out bulb or unit.
2. Defective wiring.
3. Defective Light Switch.
4. Lose connections.
5. Low battery voltage, possible dead battery.

#### HEADLIGHTS FLICKER

Possible cause:

1. Lose Connection.
2. Poor ground at light socket.

#### HEAD LIGHTS FLARE UP

Possible cause:

1. Poor alternator or regulator ground connection.
2. Corroded battery connection.
3. High charging voltage.
4. Low Battery charge.
5. Normal flare exaggerated by an extremely dark condition or snow.

#### BULBS BURN OUT FREQUENTLY

Possible cause:

1. Corroded battery connection.
2. High charging voltage.
3. Poor ground at light socket.
4. Excessive battery voltage.
5. Short in lighting circuit.
6. Incorrect type of bulb or unit.

**SUGGESTION:** If you are using sealed beam headlights on a six volt system, and you do not have a voltage relay between your headlight switch and your headlight connection, I suggest that you install a relay after the dimmer switch to the headlights. I install two relays, one for the high beam and one for the low beam.

**RESULTS:** Your lights will be brighter, and your headlight switch will last longer due to less current passing through the headlight switch.

Compiled By Jimmie Fox

## Tech Meeting Provides Good Times, Shared Info



John Sweeney set down his coffee cup to photograph Jimmie Fox, Ken VanCoelen, Marlo Edman, Gary Rusher, John Madden, Russ Ashley, and Bill Marble at the March technical meeting.

Here is why you should want to attend CPPC tech meetings even if you don't have a project you are working on currently. At our March meeting we had a great discussion ranging from distributors, repairing steering wheel cracks, and leaky windshields to wood-graining dashboards, gauge restoration, changing axle ratios, and rust removal.

The group met at the garage of Jimmie Fox and included Gary Rusher, President of CPPC, Bill Marble, John Sweeney, John Madden, Marlo Edman, Ken VanCoelen and Russ Ashley. Along the way we brought up names of vendors and sources for getting things done so we were able to add new information to the revised Vendor List, which will soon be available to all.

Doughnuts, coffee, stories and laughter made for a great Saturday morning. And at the end Jimmy handed out "new car smell" air fresheners to all. What better way to spend some leisure time with your fellow old Plymouth car nuts?

By Marlo Edman

### Cascade Pacific Plymouth Club Technical Committee

Loren Bennett.....	503-201-5537	Email: <a href="mailto:lorenb65@verison.net">lorenb65@verison.net</a> .....	Hillsboro, OR.
Pat Brost .....	503-761-2792	Email: (None) .....	Portland, OR.
Bob Dimick .....	360-885-1113	Email: (None) .....	Brush Prairie, WA.
Ray Dunn .....	503-362-3100	Email: <a href="mailto:vurray@earthlink.net">vurray@earthlink.net</a> .....	Salem, OR.
Marlo Edman .....	503-287-3753	Email: <a href="mailto:medman@teleport.ca">medman@teleport.ca</a> .....	Portland, OR.
Jimmie Fox (Chairman).....	503-774-3441	Email: <a href="mailto:w7chn@msn.com">w7chn@msn.com</a> .....	Portland, OR.
Tony Gemma .....	503-631-4735	Email: (None) .....	Oregon City, OR.
Duanne Luckow .....	503-761-9411	Email: <a href="mailto:daluckow@aol.com">daluckow@aol.com</a> .....	Portland, OR.
Bill Marble.....	503-695-5531	Email: <a href="mailto:bill@marblemanor.com">bill@marblemanor.com</a> .....	Corbett, OR
Dennis Markovich .....	503-663-1831	Email: (None).....	Boring, OR
Tim McCarthy .....	503-620-8438	Email: <a href="mailto:timccart@aol.com">timccart@aol.com</a> .....	Tigard, OR.
David Pollock .....	250-743-4859	Email: <a href="mailto:dnpollock@shaw.ca">dnpollock@shaw.ca</a> .....	(Canada)
Philip Post .....	541-535-1860	Email: <a href="mailto:harrigerj@charter.net">harrigerj@charter.net</a> .....	Talent, OR.
Dennis Rice .....	503-393-7231	Email: <a href="mailto:barice45@aol.com">barice45@aol.com</a> .....	Keizer, OR.
John Sweeney .....	503-281-5159	Email: (None) .....	Portland, OR.
Ken VanCoelen .....	503-310-7228	Email: <a href="mailto:ken.vancoelen@pgn.com">ken.vancoelen@pgn.com</a> .....	Milwaukie, OR.
Dave Williams .....	503-266-4287	Email: <a href="mailto:ilikemopar@aol.com">ilikemopar@aol.com</a> .....	Canby, OR.
Charles Willis .....	503-668-0129	Email: <a href="mailto:upandstuff@netzero.net">upandstuff@netzero.net</a> .....	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.

## The Steering Column, A Message from the President

Time flies when you're having fun. Boy, we must be enjoying ourselves a lot. It's hard to believe that as of this month's meeting nearly three months, or one quarter, of this year is already gone. Let's hope that we can participate in some of the great events that the Club has planned for the rest of the year.

There are lots of great things coming up, the first of which is the Portland Swap Meet. I would encourage each of you to clean out some of those car things you don't need any more and donate them to the Club. This is one of our major fund raisers and we would appreciate any and everything you can do. Don't forget to sign up at the March 25 meeting so Vicki can fill in the work schedule. We need your help to help man the booth.

Starting in May there is a full slate of tours scheduled for the year. The next one will be to Ken Guthrie's in Cougar, Washington. This is a good opportunity to view a great collection of fine cars.

The Mayflowers have also scheduled a full year's worth of great activities. Anyone (including myself) who hasn't made it to these activities misses out on some really good times with fellow club members.

While "out and about" keep an eye out for those great old Plymouths running around town. You might not only find some nice cars, but some nice people as well. Just today I saw, and followed, a nice old Plymouth Fury III. I finally caught up with George and his wife when they stopped at a shopping area. They didn't know about our club and hopefully will now become involved.

Spring is coming and it is time to start cleaning the winter grit off those old cars and putting on a fresh shine. If you are like me you have a few things that need to be completed before it can go on the road, but hopefully this spring we can actually make some tours with my '30U.

**SPECIAL NOTE:** This month I have a special prize available to members who have a 1940 Plymouth and attend the meeting.

Hope to see everyone at the meeting on the 25th.

Gary Rusher  
[chiefgr@hotmail.com](mailto:chiefgr@hotmail.com)  
 503-638-5221



George Wessitsh recently completed the final phase, the electrical installation, of his 1936 Dodge Pickup. The truck has the now-famous-with-CPPC UVIRA headlight reflectors. He drove it to the January membership meeting but watch for it's rich red beauty in the tours he is helping to plan for this summer. See the Activities described in the February Membership Meeting Highlights on page 2 for details.



## Thank You and Update From Liliane VonAllmen

To the Members of This Fine Club,

I want to thank all of you for your cards and phone calls of good wishes for my bum shoulders. The prognosis was not good initially but we have had some encouragement.

My previous orthopedic doctor is coming out of retirement to assist the current orthopedic surgeon in repairing my right shoulder. The two doctors got together and are quite sure it can be repaired again. The left shoulder can not be repaired without a tendon transplant which is a complicated procedure. Maybe in the future...

Again, I thank you for your good wishes.

Liliane VonAllmen

## Explore Portland's "Dark Side" on April Mayflower Tour

"Underground Portland: The Dark and Sordid Side of Portland" will be the next Mayflower destination on Wednesday, April 9. The walking tour is described as "Portland's underworld activities as televised on The History Channel's Cities of the Underworld. Now explore the seedy sub-cultures that include shanghaiing and much more. We pride ourselves on delivering real

stories since there is no need to make this stuff up."

Admission is \$15. The curious and brave will meet at 10:15 a.m. at Old Town Pizza 226 NW Davis. A SmartPark lot is nearby. Please call Lorraine Griffey, 503-666-2222, to sign up. Pat Brost has already paid a non-refundable deposit based on interest expressed at the Mayflower planning session.



### Safety Tip:

#### Using Stands for Support of Vehicle

You are about to raise your vehicle from the floor. You do not have a hoist to raise the car above head level to work on it. What are you going to do about getting it high enough to work on the underside of the vehicle?

Oh yes, there is that Hydraulic Jack, or there is that Bumper Jack, or there are those Metal Ramps which I received for Christmas last year or a few years back. All of those would be great, that is what they are for, to raise that car up so that I can get under it to work on it?

REMEMBER THIS: ..... And DON'T FORGET IT!

DO YOU FEEL SAFE UNDER THAT CAR WITH JUST A JACK HOLDING IT UP?????????

NO WAY AT ALL.....PERIOD! BEWARE!

PUT THOSE JACK STANDS SOLIDLY UNDER EACH AXLE BEFORE CRAWLING UNDER THAT CAR..... PERIOD!

MAKE SURE THEY ARE HEAVY DUTY ENOUGH TO SUPPORT THAT CAR.

NEVER use a Hydraulic or Bumper Jack to support your car while you are under it. That Hydraulic Jack could malfunction as well as that Bumper Jack, then down comes 3400 pounds of vehicle on your body, and chances are, that will be YOUR LAST vehicle to crawl under. In most cases, the Undertaker will take over from there, and someone else will enjoy your car.

Compiled By Jimmie Fox

### PLEASE NOTE:

#### Location and Date Change for April Technical Meeting

The next Technical Committee Meeting will be Saturday, April 12 at Duanne Luckow's garage from 9:00 a.m. to 12:00 p.m.

If no one has a project to bring Duanne will demonstrate metal fabrication technique.

The address is 12004 SE Foster Road in Portland. Contact Duanne at 503-761-9411 or [daluckow@aol.com](mailto:daluckow@aol.com) for directions.

### Body Shop and Repairs aka Member Care

Crocus and daffodils are just beginning to peek out of the ground as a new fresh dusting of snow lingers on the Gorge walls. The hope of spring renews our spirits and I can't refrain from wanting to start out with good news.

Our fine president, Gary Rusher, had super good news. The results of his biopsy tests show he is cancer free. His orthopedist is exploring alternatives to surgery for Gary's bum ankle. Harris Berg had surgery Friday, March 14; it went well and he is doing fine and will be going home in a day or two. JulieAnn Edman reports she is out of her foot cast and back to work. Way to go, JulieAnn! And Kathy McLean tells us she is doing well and is looking forward to attending an event soon.

Our concerns and prayers for healing go out to members such as Liliane VonAllmen. She will be having surgery on her right shoulder April 3 at the Portland Adventist Hospital. Her note of gratitude to the club and an update are printed elsewhere. Rich will keep us posted on how the surgery goes and her progress. The constant pain in both shoulders has been unbearable and extremely hard for both of them to deal with. Add to that, Rich recently bruised his ribs and wrenched a knee.

Jimmie Fox left town on March 16 to be with his sister who is critically ill. We extend to him and his family our sympathy, personally and on behalf of the club. The Sweeneys and Farnsworths need our prayers, too, as they continue to deal with Tim Sweeney illness.

Anyone who has had to deal with shingles knows what the words "pain" and "itch" mean. Two members, Jeanette Dimick and Marlys Sanford, are at different stages in battling shingles. Good thoughts are sent Virginia Dunn's way as she continues to deal with inflammatory arthritis and recovering from an earlier fall. Chuck Willis attended the last meeting on crutches and tells us he has a deteriorating knee condition.

Nancy Conner was hospitalized this month due to complications from a medication which masked as a heart attack. She and Virginia Dunn attended the Mayflower event on March 12 so that is very encouraging news.

Please remember these members or others that you know about with a phone call or a card. Stop by if you can. The personal visit is always great medicine and is so healing.

When our friends encounter unusually rough road, or have good news, contact Sharon Tiffany ([sleatiffany@gorge.net](mailto:sleatiffany@gorge.net)) or call (509) 427-7350.

### Washougal Pendleton Woolen Mills Adds to Mayflower Local History Experiences

On Wednesday, March 12, a CPPC Mayflower group of 20 met at the Pendleton Woolen Mills in Washougal, Washington.

Thomas Kay opened his first woolen mill in Salem, Oregon in 1889. The mill in Pendleton opened in 1893 first as a wool-scouring plant and then as a woolen mill for bed blankets and robes for Native Americans. Colors and designs were based on the preference of Southwestern American tribes. Thomas Kay's eldest daughter, Fannie, learned the mill business and assisted her father in mill operation and management. When she married retail merchant C. P. Bishop, their merchandising and manufacturing expertise merged to become Pendleton Woolen Mills, producing world-famous woolens since 1909. The Washougal mill opened in 1912 to expand the company's variety of fabrics.

Our one hour tour demonstrated the various types of raw wool, the transformation to yarn, dyeing and spinning. Only the wool from special sheep and the mohair from goats is processed into flannel yarn at the Washougal mill; all other materials are purchased from outside sources. They make fabric 24 different companies, besides the parent-company in Pendleton, Oregon.

Various machines included a sampler warp (the lengthwise grain) machine that prepares as much as 5,000 yards of warp at one time. Then the weft (cross grain) is put on the back on another machine. One machine was a Suzuki from Japan costing \$600,000.

In another area of the mill individual threads are hand-drawn through a harness system, taking from two hours to two days to establish a pattern. It can

Continued on page 5

### Plymouth Parts & Cars: For Sale/Wanted

#### FOR SALE

1946 - 1948 Plymouth parts, U-Haul: Convertible Front Seat - also fits Coupe .....\$400 Stock Spindles .....\$50 Front Brakes - Drums, shoes, Cylinders (excellent cond.) .....\$100 Rear end - complete w/brakes, and Overdrive Ratio.....\$200 Front Shocks .....\$10 6 volt Starter & Generator.....\$20 6 Volt Horn Regulator .....\$ 5 6 Volt Coil.....\$ 5 John Chase 360-665-6102 Ocean Park, WA

#### FOR SALE

1955 Plymouth Plaza 4-door Parts car; towable; in Tacoma, WA. Ed Corrigan 253-535-6407

#### WANTED:

Pair of headlight stands with mounting holes for trumpet horns on a 1933 Plymouth P.D. 4 Dr. Sedan; original or reproduction. Also looking for a hand-crank. Don Bagley 203-386-9122

#### FOR SALE

Four (4) 15" Cordoba Wheels, \$40 Jimmie Fox 503-774-3441

#### WANTED:

For Plymouth '30U Business Coupe: Trunk handle and interior latch mechanism; Klaxon 16 horn; seat cushion. Gary Rusher 503-638-5521 Wilsonville, OR 503-939-9320

### Volunteers Still Needed for Swap Meet Schedule

#### Set-Up Thursday, April 3rd Meet 10:00 a.m. at Bill Call's Shop

Dave and Vicki Williams
Bill Call
Duanne Luckow
Ken VanCoelen

#### Friday, April 4th

7:00 a.m.	9:00 a.m.	Duanne Luckow	Marlo Edman
9:00 a.m.	11:00 a.m.	<b>Volunteer Needed</b>	<b>Volunteer Needed</b>
11:00 a.m.	1:00 p.m.	Patty Brost	<b>Volunteer Needed</b>
1:00 p.m.	3:00 p.m.	Tom Shepherd	Knut Austad
3:00 p.m.	5:00 p.m.	<b>Volunteer Needed</b>	<b>Volunteer Needed</b>
5:00 p.m.	7:00 p.m.	Dave Williams	Vicki Williams

#### Saturday, April 5th

7:00 a.m.	9:00 a.m.	Duanne Luckow	Dale McLean
9:00 a.m.	11:00 a.m.	Don Hufschmid	Lorraine Griffey
11:00 a.m.	1:00 p.m.	Ken VanCoelen	Mike Bade
1:00 p.m.	3:00 p.m.	Don Ryan	Ray Dunn
3:00 p.m.	5:00 p.m.	Dave Williams	Vicki Williams

#### Sunday, April 6th

8:00 a.m.	10:00 a.m.	Ken VanCoelen	<b>Volunteer Needed</b>
10:00 a.m.	12:00 p.m.	Bill Call	Jerry Klinger
12:00 p.m.	1:00 p.m.	Dave Williams	Vicki Williams

#### Tear Down Sunday, April 6th at 1:00 p.m.

Dave and Vicki Williams
Jerry Klinger
Jerry and Joanne Dixon

NOTE: Vicki will contact volunteers to arrange for entrance into the swap meet. There will be passes for some and others will be reimbursed for their entry fee. Women are admission-free on Sunday!

### Pendleton Woolen Mills (continued from page 4)

then be duplicated by a computerized loom machine.

The dyeing of the wool is done at various stages, as the original fleece, as yarn, or as fabric. Up to 1,500 pounds of wool can be dyed at one time, six to nine months ahead of weaving. The dyeing process takes from two to four hours. Toward the end of the tour we were able to touch some of the fabrics to compare the textures, colors and designs of fabric, including the famous blankets. The Washougal mill operates 24 hours a day, employs 250, and closes down three to four weeks per year for maintenance.

Thanks to Mindy Benfield for organizing the event.

By Lorraine Griffey



The latest Mayflower group gathers at the Pendleton Woolen Mill in Washougal, WA with their head phones on ready to start their tour on March 12.