

Upcoming Events

June 2008

21 (Sat).....Tour to Tiffany's, Stevenson, WA
24 (Tues).....Regular Membership Mtg

July 2008

8 (Tues).....Board of Directors Mtg
12 (Sat).....Tech Committee Mtg
18 (Fri).....Mayflower Tour:
Downtown Vancouver, WA
22 (Tues).....Regular Membership Mtg
27 (Sun).....Shady Dell Molalla Train Park Tour

August 2008

2 (Sat).....Brooks Steam Up
16 (Sat).....Hot Dog-ust Day Cruise In

September 2008

13-14 (Sat-Sun).....Washington Tour:
LeMay Museum, Tacoma Sights

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.

Plymouth Parts & Cars: For Sale & Wanted

FOR SALE

Overdrive transmission out of a
'61 Dodge \$250
John Chase 360-665-6102

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

FOR SALE

1949 Plymouth 4-D Sedan Grill
\$50.00 + shipping/packaging or you pick
up.
Jimmie Fox 503-774-3441

FOR SALE

**1972 Plymouth Fury Custom
Suburban 4-Dr** 360 V-8 engine; automatic
transmission; 5 new tires; 4 new wheels;
all new headliner, brakes, wheel cylinders,
master cylinder, power booster brakes;
trailer hitch; engine is very strong; rear
tail gate swings both out and down; factory
tinted glass; excellent every-day-driver
and/or restoration; 97,236 miles. Must see
and drive to appreciate. \$4,750
Jimmie Fox 503-774-3441

FOR SALE

1937 Dodge Business Coupe
Monte Haller 541-265-6173

FOR SALE

Two 1941 Plymouth Pickups
Parts or complete; make offer.
Bruce Anthony 541-993-3083
Mosier, OR

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



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 Six

June 2008

Sunshine, Spring Flowers Greet Mayflower Tour in Keizer

Beauty was awaiting the nine Mayflowers as we arrived at the Schreiner's Iris Garden in Keizer, Oregon on Friday, May 30.

We often say, "You have to see it to believe it." That really does apply to these beautiful gardens which have thousands of varieties of iris, but also have a multitude of other gorgeous flowers, including lupine, peonies, foxglove, wisteria bushes, magnolias, poppies, pansies, snowball bushes, rhododendrons, and assorted hostis to name just a few. There are rows and rows of these flowers bordered by lush greenery and trees. There are also cut flowers, a flower show, plants for sale and a gift shop.



Retha Harden and Susan Yates bask in the rare spring day at Schreiner's Iris Garden.

Barbara Rice, who set up the tour, had never been there before and was so amazed at the beauty just miles from her

house that she called Dennis to come over to see it, too.

Dennis also joined us for lunch at Porter's Pub a few miles down the road. As we waited for our lunch we were serenaded by the Breeze Barber-shop Group who was having lunch in the same room. Thanks, Barbara for a delightful day!

The Mayflower's next event will be Friday, July 18 when Joanne Dixon will introduce us to Vancouver, Washington. Be sure to come to the next meeting to find out what else we will be doing and sign up to join in the fun.

By Lorraine Griffey

Preventive Maintenance Directs Tech Discussion

Lee Powell, John Madden, Gary Rusher, and Jimmie Fox attended the June 7 Technical Meeting. John Sweeney had called that he would not be coming, as a dear friend had passed away the day before.

The project we planned to work on, the top for Gary Rusher's 1930 Plymouth, was not quite ready so he did not bring it. We decided to work on some backing plates for the rear brakes of a Plymouth car. As we got into conversation about some other things pertaining to the old Plymouths, we did not get to the backing plates.

We talked about the oil pressure for Lee Powell's 1940 Plymouth. Lee said his oil pressure when idling was down to about 10 pounds, but when he increased the RPMs of the engine it went to about 42 pounds of pressure. Normal for the Plymouth 6 cylinder engine is at 42 pounds. We

discussed possible causes for the drop in oil pressure. There is an adjustment on the engine to regulate the oil pressure, or the problem could be in the oil pump itself. The decision was made to replace the oil pump with a new one Lee has in his parts supply. Plans are in the making to help Lee change out the oil pump to see if that is the cure. We will make plans to work on his emergency brake.

We talked about lubricants for the transmission and differential. John said he was going to change out the gear oil in his transmission, check whether the carrier bearings need replacement.

Remember, preventative maintenance is what keeps the old cars dependable.

The next Technical Meeting will be held at 9:00 a.m. **Saturday, July 12** to avoid interfering with the Independence Day holiday weekend. Call at least the night before to confirm that it is still at Jimmie's place, 6707 SE 63rd Ave. Portland, Oregon (503-774-3441) in case someone's project needs to be worked on elsewhere.

By Jimmie Fox



Lee Powell and Jimmie Fox review how to make an oil gauge adjustment.



Lee Powell, Jimmie Fox and Gary Rusher talk tech while Official Photographer John Madden is hard at work.

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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*
Board Chairman.....**Don Hufschmid**
503-577-7899 *Portland, OR*

Standing Committees

Activities Coordinator
Position Open

Membership

Bill Call.....503-723-5118
John Sweeney503-281-5159
Lorraine Griffey503-666-2222

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 Catlow503-427-0155
cari_catlow@yahoo.com

Please submit your newsletter contributions and ideas by the 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



May Membership Meeting Highlights

Dolores Call reported that there was \$11,261.02 in the treasury.

Don Hufschmid introduced the guest speaker, Tom Raabe, an official with the Forest Grove Concours d'Elegance. The annual event is scheduled for Sunday, July 20, 2008.

Joanne Dixon is organizing a Mayflower tour of downtown Vancouver, WA on Friday, July 18. Contact Joanne or Lorraine Griffey to sign up and car-pool.

Bill Call, Membership Chair, deferred to Lorraine Griffey, who asked members to notify her of any prospective members and said she will send applications and copies of newsletters on behalf of the Membership Committee and keep a follow-up list.

Sharon Tiffany recognized Ken Rose, John Sweeney and Chuck Willis who were in attendance after recent surgeries. Virginia Dunn is scheduled for surgery on her hand May 28. Rich VonAllmen is receiving antibiotic treatments at the hospital for an infected hematoma on his leg. Marlo Edman was at the meeting despite falling and breaking his right wrist and dislocating a finger the previous weekend.

Jimmie Fox stated that the May 3 Technical Committee meeting resulted in Allen Tiffany's 1928 Roadster running better on the way home than it did when it was trailered to the meeting. Jimmie distributed information regarding how to determine the age of vehicle tires based on the coding etched on the tire wall.

Allen Tiffany reported on the 2010 Event Committee meeting that occurred prior to the membership meeting. The national POC had originally requested that CPPC host a spring event. Based on the local weather patterns, that may not be feasible so the committee will ask if the date could be changed to late spring or summer 2010. A location for the event has not yet been identified.

The next CPPC tour will be Saturday, June 21 at Allen and Sharon Tiffany's home in Stevenson, WA. A potluck sign up sheet for salads, side dishes and desserts was circulated as well as a map and directions. The caravan will leave the Home Depot-Airport Way parking lot at 10:00 a.m.

Pat Brost is organizing the tour to Shady Dell Train Park in Molalla on Sunday, July 27 for CPPC and the Model "A" Club together.

Fliers and sponsor letters are available for the 4th Annual Hot Dog-ust Day Cruise In on Saturday, August 16. Joanne Dixon shared the methods she uses to obtain sponsors and donations. Several months in advance she makes cold calls to businesses that she identifies in the telephone book. They need not be automotive-related. If a business contact expresses interest she mails them a personal

cover letter with the sponsor sheet and flier. Ten days later Joanne makes a follow up phone call with a personal yet professional approach.

Gary advised the members that the Board of Directors has discussed the need for continuity of experience on the Board. This year, for example, three of the five Board members are new: the President, Secretary and Member At Large. The Board recommends that the immediate active past-president be a sixth member of the Board. Voting rights have yet to be determined. The CPPC by-laws would be amended to stipulate the sixth member. Gary opened the floor to discussion and requested concurrence of the membership. John Sanford made the motion to recommend that the immediate active past-president become a sixth member of the Board of Directors. Bill Call amended the motion to specify that the immediate active past-president become the sixth Board member and serve as Chairman of the Board to preside over Board meetings. The amendment passed by majority vote. The amended motion was also passed by majority vote. Gary said the Board will take action at the June 10 meeting.

The Quiz by Don Hufschmid resulted in four winners: Dennis Rice; Les Conner, Jeanne Mowry; and, Ann Klinger.

Gary invited the guest, Dennis Mack, to introduce himself to the Club. Dennis is a friend of Pat Brost. He lives in Salem, is an active member of the military, and owns a 1949 Plymouth and a Barracuda.

Dennis Markovich was identified as the member in attendance owning a 1938 Plymouth. Gary presented him with a 10 Year Jubilee Owners Manual published in 1948. Gary also presented Allen Tiffany with a collectible highball glass emblazoned with a 1928 Plymouth Roadster.

Door prizes went to Chuck Willis, Karen Ryan, Joanne Dixon, Marlo Edman, Dave Benfield, Don Ryan, and Jerry Dixon.

The 50/50 totaled \$151. Bill Call won for the second month in a row, and received general harassment from the crowd although he said he would give his \$75.50 to the Club treasury again.



Tom Raabe gave several copies of the 2008 Forest Grove Concours d'Elegance poster by Gresham artist Mike Hill to CPPC members.

Tech Talk With The Fox



...and Safety Tips

OVERDRIVE ELECTRICAL SYSTEM

The overdrive unit provides automatic fourth (4th) gear performance at speeds above approximately 25 to 30 miles per hour. This is accomplished by a planetary gear arrangement within the overdrive unit which drives the propeller shaft (driveline) (10) ten revolutions for every (7) seven revolutions of the engine. Otherwise, the car will travel 10 miles of road to only 7 miles for the engine wear.

Another figure you can use is the engine when in the overdrive, is turning 30% less RPMs while traveling on the roadway. Automatic mechanical shifting from conventional drive to overdrive and from overdrive to conventional drive is dependent upon the function of three (3) electrical control circuits - the control circuit, the solenoid circuit, and the ignition interruption circuit.

CONTROL CIRCUIT

The control circuit is a switching circuit to operate the overdrive relay which closes, or breaks the solenoid operating circuit. It is only in operation when the ignition is turned on that the control handle is pushed in when the car speed is above approximately 25 miles per hour. The circuit begins at the ignition terminal of the horn relay and runs down through the kick-down switch "A" terminals, through a rail lockout switch; then to the governor which grounds the circuit whenever the car speed is above approximately 25 miles per hour. The grounding completes the circuit, permitting flow of the current which operates the overdrive relay.

The circuit can be broken at any point, and when broken, the relay points open cutting off current in the solenoid circuit. The governor contacts will open when the car speed decreases below 25 miles per hour. The contacts in the kick-down switch separate and break the circuit when the kick-down switch is operated. When the control handle is pulled out, the lockout rail switch opens. This will de-energize the entire electrical circuit when the overdrive is locked out so that there will be no current drain on the car electrical system.

SOLENOID CIRCUIT

The solenoid circuit controls the flow of current to the solenoid. The circuit starts at the battery terminal on the horn relay. This terminal is used only

as a source of current since it is a part of a direct current from the battery and is HOT at all times. The circuit then runs to the battery terminal on the overdrive relay; through a 20 amp fuse; through the overdrive relay contact points and then to the number 4 terminal on the solenoid. The circuit within the solenoid is grounded at all times.

When current is flowing in the control circuit, the overdrive relay points close and the solenoid circuit supplies current to the solenoid. This drives the solenoid plunger inward and permits engagement of the overdrive gearing as soon as the driver releases the throttle and permits the engine to slow down.

IGNITION INTERRUPTION CIRCUIT

The ignition interruption circuit provides a means of shifting from overdrive to conventional drive rapidly.

The circuit starts at the distributor primary (front) stud on the ignition coil; through the two "B" terminals on the kick-down switch; then to the number 6 terminal on the solenoid. The circuit is normally open in the kick-down switch and is open in the solenoid until the solenoid has functioned to engage the overdrive gearing at which time a switch inside the solenoid is grounded.

NOTE: Use number 16 stranded insulated wire for ALL of these connections.
By Jimmie Fox

Ten Commandments for the Car Collector

- RULE 1. Thou shalt not store thy cars out-of-doors, except for thy wife's modern iron.
- RULE 2. Thou shalt not covet thy neighbor's car nor his garage nor his battery charger.
- RULE 3. Thou shalt not love thy cars more than thy wife and children; as much, but not more.
- RULE 4. Thou shalt not read thy Hemmings on company time, lest thy employer make it impossible to continue thy car payments.
- RULE 5. Thou shalt not despise thy neighbor's Edsel nor his DeSoto nor even his 1947 Plymouth.
- RULE 6. Thou shalt not allow thy daughters nor thy sons to get married during the holy days of Hershey.
- RULE 7. Thou shalt not deceive thy wife into thinking that thee is taking her for a romantic Sunday drive when, indeed, thou art going out to look at another car.
- RULE 8. Thou shalt not tell thy spouse the entire cost of thy latest restoration, at least not all at the same time.
- RULE 9. Thou shalt not promise thy wife a new addition to the house and then use it to store cars; thou shalt not store cars in the attic.
- RULE 10. Thou shalt not buy thy wife a floor jack for Christmas!

Donald R. Peterson
www.wheelman.com

TIRE SAFETY

At our last Membership Meeting, we talked a little about the safety of the tires on our cars.

Here is how to check the codes on the tires that tell us about the age of a tire.

Look for the DOT (Department of Transportation) code on the side wall of the tire. The first letter signifies the manufacturer location then there is a coded date. If it has three numbers, such as 468, that would be the 46th week of the year 1998. If it is a four number code, for example 2304, then it would represent the 23rd week of the year 2004.

Tires deteriorate from the inside out. The cords start breaking loose from the inside, which you do not see unless a tire blows out. Read the date code on the sidewalls of the tires; if they are six to eight years old, then the tires need to be checked by a professional. If they are older than eight years, I suggest replacing them with new tires. It is for your safety that I recommend using the age of a tire for replacement. You may have lots and lots of tread left on the tire, but time causes the tire cords inside to dry out and break away from the rubber. If you only travel at slow speeds, you just might get by for a while longer, but the average weight of the car, 3400 pounds, takes a toll on those tires.

Be safe and get the tires checked. They will last longer if you keep them properly inflated. Check the side wall for the amount of air which is required. Passenger cars can require 30 to 35 pounds of air pressure. Check the sidewalls for cracks in the rubber. If there are cracks in the rubber, get NEW tires, period.
By Jimmie Fox

We Like New Members

Collect their:

Names
Phone numbers
Email address

(and, if possible):

Mailing address
Details and photos of their car

Email information to:

billsplymouths@aol.com

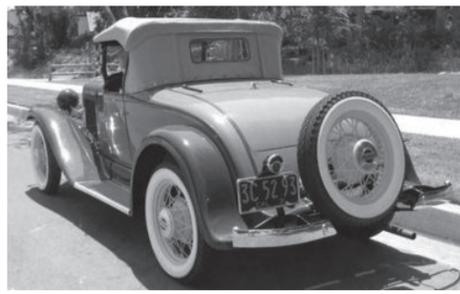
or

llgriffey@comcast.net
503-666-2222

Plymouths and Friends Out and About



John and Sara Chase took in the sights at the May 31 Skamokawa Rods and Reels Classic Cars and Motorcycles Show. Note Don Hufschmid's ex-Suburban, now sporting Washington license plates.



Harry and Susan Yates: Our friends David and Carol Rainville in Tustin belong to the Plymouth Club in Southern California. David submitted this wonderful history of their 1931 Plymouth:

The car is a 1931 Plymouth PA Roadster with a rumble seat. Undoubtedly it was the cheaper model as the spare is mounted in the back rather than side mounted in the front fenders. I imagine the only Plymouth dealer around at that time was in Santa Ana.

Hubert Head (my father-in-law) purchased the car new. He and a friend drove the car to Canada once; that had to be a long trip in a roadster with only side curtains and 1931 roads. The car had 65,000 miles on it when it went into storage in his sister's garage. It had been converted to balloon tires and seal beam head lights. Fortunately he saved the original rims but the head light reflectors were gone. I got lucky at the Pomona swap meet in the early '70's. A man had bought a house in Altadena and found all these car parts in the garage so he put them in a trailer and came to the swap meet. They were mostly '31 Plymouth parts, including complete head lights. What a find. It solved some serious problems.

I was restoring the car - had it painted, all the chrome parts re-chromed, engine and brakes rebuilt and installing new wiring - when my father-in-law died. The car was completely disassembled,

fenders hanging from the rafters in a shed, parts in various boxes, and with no pictures taken for reference (a real dumb mistake, although my memory was rather good at the time.)

The car sat in this state for the next 30+ years in a shed at my parents' home. A family member suggested to me that if I didn't put it back together, who was going to do it? I decided I'd better get busy on the car. Unfortunately the parts were everywhere in this 4 stall shed, stored with an unbelievable 50 year accumulation of everything imaginable that my parents had saved, and my memory was in shambles. I took me 1-1/2 years to put it together by following a discipline that I had to complete something, no matter how small, on the car each and every day. I never found all the nuts and bolts. Some were very specialized, but I have the good fortune to have a son-in-law who is an excellent machinist. He recreated a number of parts that were unattainable any other way.

I rebuilt every thing, again, engine and all, including all new brake lines. The only thing that was saved was the paint job. It had never been exposed to the sun so it was in pretty good shape. I only had to repaint one door in a small area where the paint had cracked.

The only upgrades I'm adding are turn signals and utilizing the stop lights and the cowl lights in front. In today's traffic it is a must. If you make an arm signal people think you are waving to them or giving them the finger.



Gary and Retha Harden: We always drive our friend's '59 Buick Electra 2-door hardtop to the Roddy Days show and in the parade through town. Our friend, Pete, is legally blind and it really gives him a thrill to show off his car. He restored it before he went blind, but he still does all the maintenance work himself. (His wife helps by reading the ruler.) His motto: "Never give up." He is amazing.

The Steering Column, A Message from the President

Can you believe that with this issue the year is half gone? Well, I can't. It seems like just yesterday I started the year as your new president. Things are happening so fast.

It is time to get out and have some fun and we haven't had any Spring yet, not to mention Summer. Yeah, it (summer) was supposed to start on the 21st. As of this writing (the 13th) I am enjoying some summer-like weather in Ontario, Oregon and it is about 82 today.

But don't fret; the Valley will get its share of fine blue skies and warm days. And when it happens we need to be ready to get out and DRIVE, DRIVE, DRIVE. One of the big cruise-ins was this past weekend in Sherwood - I really wanted to make that one. But as I said, I am in Ontario at my daughter's for my granddaughter's graduation from college.

The next cruise for the Club will be on June 21: A trip up the Columbia River Gorge to the Tiffany's home. I sure hope everyone goes and enjoys what I am sure will be a great time. Another one I have to miss, as I will get back that night from a Disneyland trip with the grandkids.

July will be a good time for all with a trip to the Shady Dell Train Park in Molalla. This trip is organized by Pat and Patty Brost in conjunction with the Model "A" Club - should be a GREAT time. It has been a good number of years since I was there, but I would suggest you bring the little ones.

One trip that I hope everyone marks their calendar is the 13th and 14th of September. This is the only overnight tour scheduled so far this year. It will be a trip to the Tacoma area and a tour of the LeMay Museum. Pat Brost is helping to lay out the route. We will leave early Saturday morning and drive up to the Museum that afternoon. The tour of the museum, which houses about 300 cars, takes about two hours. That evening we will stay at a motel and have some Plymouth-related films and social time together. George Haley, one of our members from Federal Way, is organizing a Sunday morning tour of the area to various points of interest. That tour will conclude about noon time so we can have lunch and take our time getting home.

As you have heard, I am going to the Grand National Plymouth Meet in Auburn Hills, Michigan the end of July. I am really looking forward to meeting with some of the presidents and representatives from the various regions as well as members of the National. Bobbi Berkheimer, POC Vice President, has organized a meeting for all of us to meet and exchange ideas. I hope to get as much information as I can about the various meets they have, and how they are organized. I can't wait to see all the cars representing the various classes. I have requested to tag along with the team judging the Class I (1928-1932) models.

Hope to see you all at the meeting on the 24th. There may be another surprise for someone.

Your President,

Gary Rusher
chiefgr@hotmail.com
 503-638-5521
 503-939-9320



Local Cardiologist Will Speak at June Meeting

Douglas Dawley, M.D., will be the guest speaker at the June 24 membership meeting.

Dr. Dawley is an interventional cardiologist at The Oregon Clinic. He received his B.A. from Carleton College in 1976, his M.D. from Stanford in 1980, and was an intern/resident/fellow in cardiology at the Brigham and Women's Hospital in Boston from 1980 to 1986. Doug has been a practicing cardiologist with the Oregon Clinic since 1986. He teaches residents at Portland Providence Medical Center as well as Providence Milwaukee Hospital, and is actively involved in clinical research. He loves to talk about the prevention of coronary artery disease, so there will be a question-and-answer session during his presentation.

By Bill Call

Cascade Pacific Plymouth Club Technical Committee

Loren Bennett.....	503-201-5537	Email: lorenb65@verison.net	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: vrray@earthlink.net	Salem, OR.
Marlo Edman	503-287-3753	Email: medman@teleport.com	Portland, OR.
Jimmie Fox (Chairman).....	503-774-3441	Email: w7chn@msn.com	Portland, OR.
Tony Gemma	503-631-4735	Email: (None).....	Oregon City, OR.
Duanne Luckow	503-761-9411	Email: daluckow@aol.com	Portland, OR.
Bill Marble.....	503-695-5531	Email: bill@marblemanor.com	Corbett, OR
Dennis Markovich	503-663-1831	Email: (None).....	Boring, OR
Tim McCarthy	503-620-8438	Email: timccart@aol.com	Tigard, OR.
David Pollock	250-743-4859	Email: dnpollock@shaw.ca	(Canada)
Philip Post	541-535-1860	Email: harrigerj@charter.net	Talent, OR.
Dennis Rice	503-393-7231	Email: barice45@aol.com	Keizer, OR.
John Sweeney	503-281-5159	Email: (None)	Portland, OR.
Ken VanCoelen	503-310-7228	Email: ken.vancoelen@pgn.com	Milwaukie, OR.
Dave Williams	503-266-4287	Email: ilikemopar@aol.com	Canby, OR.
Charles Willis	503-668-0129	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.

Body Shop and Repairs



The Body Shop is doing more business than we like. We've been a bit overwhelmed but perhaps with the return of the sun and warmer temperatures, business will slow down.

We have our best mechanics on the problems that has put Rich VonAllmen running on the rough side. He had some surgery on his leg, taking out a very infected area. He was hospitalized but is now home trying to heal. It won't be easy. He was told it would be an extended healing process with frequent trips to the doctor for observation. He is also getting some help to change the dressing from a visiting nurse, but is suppose to keep it up on the rack (elevated). Putting it in neutral, and just sit and idle, is very hard for Rich to do.

Our diagnostic equipment was used on several cases. One was Ken Rose. The good news is he is doing better than expected and will, maybe, just *maybe*, be able to take about twenty less radiation treatments than expected. It certainly was a blessing to see him at the May club meeting. Charlotte Winchell had the reverse news. Her first treatments weren't as effective as expected, and she is facing a second round of chemo. Keep us up on how you are doing, Charlotte.

Virginia Dunn has a signal (hand) complication requiring some careful maintenance. The surgery on her wrist has been complicated with an allergic reaction. (Don't they know not to try and mix water and oil in the system? It'll cause serious complications every time!) Besides the surgery pain, she is coping with excessive itching, a painful rash and extremely sensitive skin that hurts to be touched. The sixty stitches have been removed. The biopsy on her arm was determined to be benign, thank goodness. She does have melanoma on the same arm so the news could have been so different.

John Sweeney rolled in and is running again on all 12 cylinders, fit as a fiddle. That's super! His son, Tim, however, will be receiving a bone marrow transplant. The schedule for the surgery has not yet been determined. The good news is his sister, Linda Farnsworth, is a perfect match. Harriet tells us the recovery from the surgery will be a tough three months, so we will keep the good thoughts flowing their way.

The garage doors are going down and the grease monkeys are going home. We have a 24 hour service available, so don't hesitate to ring the bell if anyone needs anything or wants to just chat. There should be more news to share at the June meeting.

By Sharon Tiffany



Ken Rose was welcomed with open arms when the Jimmie Fox/John Sweeney limo service brought him to the May meeting.

Board Enacts Membership Recommendation to Amend By-Laws for Sixth Member/Chair

The Board of Directors, at their June 10th meeting, adopted changes to the By-Laws which were approved by the membership at the May membership meeting. There were three sections that needed revision. The wording for those three sections will now read: **(bold text is new wording)**

Article 5.2 Number. There shall be five **elected** members of the Board of Directors and **they** shall be the Club's President, Vice-President, Secretary, Treasurer and Member at Large. **In addition to these elected members the Immediate Past President, who is an active member of the Club, shall serve as a member of the Board.**

Article 5.3 Chair. The Chairperson of the Board shall be the Immediate Past President serving on the Board. **If such person is not available the Board shall elect, from the Board members, a person as Chair to conduct meetings**

and perform other duties imposed on her/him by these by-laws.

Article 5.4 Term. The term of office for each **elected** Board member shall be one year beginning on that January 1st following his/her election and shall continue for a period of one year or until his/her successor shall have been elected and qualified, whichever is later.

The Board thanks the membership for concurring in these changes. They will be printed in the new Membership Roster next year.

By Gary Rusher

Membership Roster Updates:

Name:	Change:	Update:	Eff. Date:
Tim and Charlotte Winchell	Phone	503-792-4813	5/2008
Larry Marvik	New	253-209-7830	6/2008

2008 Refreshments Schedule

June	Les & Nancy Conner
July	Larry & Joyce Catt
August	Hot Dog-ust Night
September	Jerry & Joanne Dixon
October	Mike & Donna Bade
November	Annual Potluck
Organizers: Ann Klinger Mary Eccleston Retha Harden	

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

John Chase Completes Winter Project: Repainting His 1948 Plymouth Convertible

It all started when a four foot fluorescent tube fell out of its fixture! It crashed onto the cowl and hood, chipping the black paint. As it was winter and not much was going on at the beach, I decided to paint the whole car.

Taking it apart was the easy part. The sanding and prep work were hard enough; putting it all back together was another thing.

All of the stainless trim was sent to Portland for polishing. The grill pieces where the hardest to put back on.

As long as I was going to paint it, my thought was I might as well change the color thus the cream color instead of the hard to clean black. The new color is Lambs Wool Cream a '48 Kaiser color.

By John Chase



Before...



Sanding...



Painting...



The Transformation

Committee Requests Ideas for 2010 Event

The 2010 Event Committee would like suggestions and recommendations from the membership for places to hold a summer meet of the National Plymouth Owners Club.

Please submit your ideas to Allen Tiffany and include, if you can, places of interest and possible tours we could take. Be aware that the national judges request grass instead of pavement for showing and judging the cars.

Send your ideas to Allen Tiffany, P. O. Box 126, Stevenson, WA 98648 or by email to: sleatiffany@gorge.net. Any help is greatly appreciated.

By Allen Tiffany

Happy June Birthday Wishes to the following members:

- Bob Phair – 1st
- Hank Baker -1st
- Bonnie Turner – 2nd
- Dennis Mowrey – 2nd
- Pamela Fowler – 6th
- Chuck Willis – 7th
- Philip Post – 10th
- Dan Holms – 12th
- Annalee Mayhew – 14th
- Viki Cerruti – 15th
- Karen Ryan – 28th
- Jim Phillips - ??

And to any others who prefer to celebrate anonymously



PLYMOUTH PARTS & CARS FOR SALE & WANTED

FOR SALE:

One engine hoist 2,000 lb. \$50
One engine stand HD \$40
Jimmie Fox 503-774-3441

FOR SALE:

1952 Plymouth Cranbook 4-Door
Make an offer. Feel free to call with any questions or to see the car.
Tony 503-631-4735 evenings
If no answer, please leave a message.

FOR SALE BY GARY:

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

... AND WANTED BY GARY:
For Plymouth '30U Business Coupe: Trunk handle and interior latch mechanism; seat cushion.

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

WANTED:

For 1934 Plymouth 2-Dr Sedan
Doors; steering wheel; steering arm; drag link.
Allen Piquet 541-567-9245
piquetat@charter.net