

Upcoming Events

November 2009

24 (Tues)...Annual Mtg/Elections/Potluck

December 2009

..... Pay 2010 Membership Dues.....

4 (Fri)..... Mayflower Tour:
Duniway Holiday Home Tour

10 (Tues)..... Board Mtg

January 2010

1 (Tues)..... Board Mtg

26 (Tues)..... Membership Mtg

Regular Membership Meetings:
4th Tuesday of each month at the
Clackamas Community Club
15711 SE 90th Avenue Clackamas, OR 97015
6:30 PM Kick the Tires,
7:00 PM General Meeting
Board of Directors Meetings:
2nd Wednesday of each month at 5:30 p.m.
Same address, front building

Plymouth Parts & Cars: For Sale & Wanted

WANTED

One 1939-1940 Plymouth Hub Cap in good condition. Also, need a P20 Plymouth fan belt pulley that goes on the front of crank shaft.

Lee Powell 503-668-6623
plpowell@verizon.net

FOR SALE

1948 Plymouth 2-DR Business Cpe Restored to original condition; beautiful red show car, no rust or accidents ever; runs perfectly. Over \$20,000 invested with written appraisal and receipts. Pictures upon request. \$13,900

David Kelly
Vancouver, WA 360-696-6059
kellyengineer@netscape.com

FOR SALE

1948 Dodge Truck - Runs - \$2,000

Marty 503-939-5758
marty3931@comcast.net

FOR SALE

1950 Plymouth Coupe In good shape, very straight and runs. This is garaged and was an Oregon State-owned car.

\$7,500 OR MAKE OFFER

Marty 503-939-5758
marty3931@comcast.net



See
more
listings
on
page 7



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 Ten, Issue Eleven

November 2009

Pat Brost Details the Shocking Truth of his '33

The original Delco shocks on my 1933 Plymouth are of the "arm" type with a connected linkage and are probably used into the later 1930s. I put on the best ones available when I restored the car and they were, at best, mediocre.

They became worn out in later years. The only place in town I could find to rebuild them was M&S Hydraulics, who sells new and rebuilt Model A Ford shocks. The arms are extremely hard to remove and replace and M&S could not guarantee the work.

They worked for a few years and then three out of the four went bad. If I hit a bump or a pot hole in the middle of a curve, the car's rear axle would skip and want to slide off the road.

I finally decided to replace the original type shocks with the later tube type. I can't find the part number right now, but I used a medium strength shock you would find on a 1949 Plymouth. This type would fit many years.

The photos show the front and rear installations.

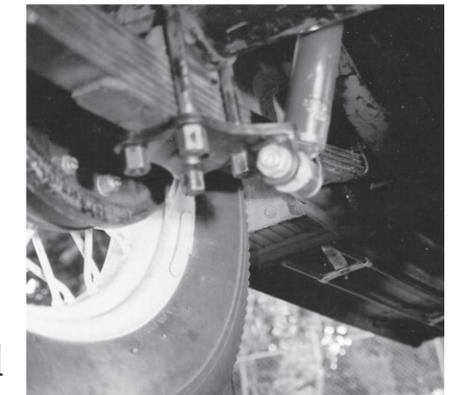
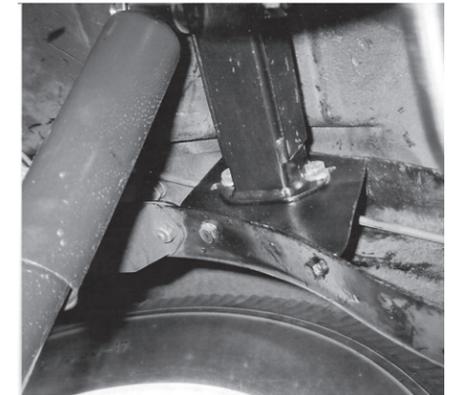
On the front I had the upper brackets made to attach to the original brackets. At the bottom I had a drilled and tapped dowel welded to the axle as shown in the picture, making sure the placement of the dowel would allow for cramp-to-cramp steering movement and kingpin grease fitting clearance.

On the rear lower installation I cut off the hole in the end of the plate and had a same-thickness tab welded to it.

The upper rear was the complicated part. Basically, it is a piece of square tubing with an additional bar welded on each side and then welded to a plate on each end of the square tubing. The whole cross-member is then bolted to the frame. It took some careful measuring and came out good. That support is way up and out of sight and all you see is the lower part which looks like factory.

As a result we had a very comfortable 2,300 mile trip to Moose Jaw, Saskatchewan and back this summer.

Article and Photos by Pat Brost



New Chefs Prepare Another Gourmet Mayflower Meal

Our Mayflower group once again visited the Oregon Culinary Institute. Thirteen of us enjoyed the delicious four-course lunch, prepared by culinary students under the supervision of Tony Hall, manager.

Seasonal produce, meats and cheeses are used to prepare the dishes, using as many products from the Northwest as possible. The menus change to meet the availability.

The institute is located at SW 17th and Jefferson in Portland. They also serve dinner at 7:00 p.m. with reservations. Give it a try.

See you December 4 at the Duniway Holiday Homes and Bazaar for our next Mayflower tour. Please come and join us.

Article and Photo by Susan Yates



Cascade Pacific Plymouth Club, Inc.

•Affiliate of Plymouth Owners Club, Inc.

www.cascadepacificplymouth.org

P.O. Box 2988

Clackamas, OR 97015

CPPC Officers 2009

PresidentGary Rusher
503-638-5521 Wilsonville, OR
Vice President.....Mike Bade
503-206-4652 Happy Valley, OR
Secretary Robin Will
503-285-3437 Portland, OR
Treasurer.....Dolores Call
503-723-5118 Milwaukie, OR
Member at Large.....Dennis Mowery
503-663-1204Boring, OR
Board Chairman.....Don Hufschmid
503-577-7899 Portland, OR

Standing Committees

Activities Coordinator
Position Open
Membership
Lorraine Griffey, Chair 503-666-2222
Bill Call..... 503-723-5118
Don Hufschmid 503-577-7899
Duanne Luckow 503-761-9411
John Sweeney 503-281-5159
Susan Yates 503-705-6416

Refreshments Coordinators
Dennis & Jeanne Mowery 503-760-3184

Technical Advisors
Ken VanCoelen..... 503-310-7228
Dave Williams..... 503-266-4287

Mayflower Tours
Karen Ryan 360-225-6026

Newsletter Editor
Cari Catlow 503-427-0155
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



October Meeting Highlights

Refreshments were provided by Stephanie and Charles Willis, and the Goey Cake was something to write home about.

Members and Guests: We hadn't seen Pat and Patti Brost at a meeting for a while, and were glad to see them in attendance. Jay Pierce was introduced; Phillip Hall was not present; Tom Fox, whom we recognized as our guest speaker from the WPC Club a few months back, is now a CPPC member who says he's looking forward to helping with planning for the 2010 meet.

Board Report: Don Hufschmid reports that the 2010 Plymouths to Portland planning appears to be on task. Securing sponsors is the biggest priority right now. The Board will meet as usual for the 2nd Tuesday in November, and a December meeting is also planned.

Nominating Committee: Nominating committee chief Jerry Dixon is on the mend from hip surgery. Current slate from the nominating committee for 2010 is: President, Mike Bade; Vice President, Robin Will; Secretary, Cari Catlow; Treasurer, Dolores Call; Board Member at Large, Janet Laurine. The Newsletter Editor position will be split, with Jerry Dixon providing the brains, and Robin Will doing the production.

Technical Committee: Jimmie Fox spoke. The committee has parted-out a 1951 Concord, and has just about everything except the main frame. The glass is good and other than engine, transmission and wheels, all parts are there. The parts interchange generally between 1946-1954 models. These parts are available at a small charge.

The Tech Committee meets the 2nd and 4th Saturdays of each month, except December; there is no charge for labor on members' cars, and the members pay for parts.

Correspondence: Gary Rusher says that six people are organizing an East-To-West drive to the 2010 Plymouths to Portland Meet, sending publicity to inland regions and hoping to get people to join along the way.

The California group already has their itinerary planned for the drive north.

2010 Plymouths to Portland: Mike Bade reports that he is now in correspondence with people who ran the meets in Maryland and Wisconsin, and is picking up pointers about organization. He

stressed that goodie bags and raffle items were a big deal, and hoped that CPPC members could help find donations. Mike presented an updated registration form - when it's finalized, we can start registering participants - and he circulated a color version of the T-shirt design.

Gary noted that we'll want three different colors of shirts to keep people sorted out: the judges, the host group, and guests.

There was a 50-50 split in opinion about whether the design should be printed on the front or the back.

Annual Meeting Potluck: Retha Harden circulated a sign-up sheet for the potluck. Duanne Luckow will have a video presentation at the event.

Good of the Order: Mike Bade knows where there's a Dodge firetruck and 6-cylinder engine for sale.

Dan Barthe has a complete 1948 Plymouth drive train for sale.

Bernie Ziemakski, who produced the Medford car auction, still has 200-300 more cars for sale according to Gary Rusher. He won't take less than scrap value for any of them. Contact Gary for details.

Tom Nachand says he knows of a 1937 Plymouth, Australian RHD edition, 4-dr, damaged by fire, for sale for \$750 in Newberg, Oregon. Anybody interested may contact him.

Don Hufschmid still has a 1949 Olds 6-cylinder fastback for sale, and he says he's very motivated.

The Quiz: The oldest continually-operated automobile race track was in Milwaukee, Wisconsin. No one knew.

The Jeep Nellybelle was driven by what Roy Rogers sidekick? The answer is Pat Brady.

The name of the lead character in "I Led 3 Lives," played by actor Richard Carlson, was Herb Philbrick.

The name of KPTV's dance show for teenagers in the 1950s was "High Time." Nobody knew.

Door Prizes were won by Dennis Mowery, Les Connor, Lee Powell, Don Hufschmid, Pat Brost and Robin Will.

50/50: Don Hufschmid swapped tickets with Dale McLean and took home \$42.50. Somebody is needed to take care of the 50/50 pot next month, because Benfields will not be at the meeting.

(Excerpted from minutes prepared by Robin Will)

Ring in the Season With Mayflower Holiday Tour

On Friday, December 4 the Mayflowers will participate in the 31st Annual Duniway Holiday Home Tour.

The tour starts at 10:00 am and also includes the annual Holiday Boutique in the gymnasium of Duniway Elementary School (7700 SE Reed College Place).

From traditional to a bit of Tuscan, tour-goers will enjoy viewing the classic dwellings of Eastmoreland and its surrounding areas. The boutique involves local artists and merchants who offer a variety of handmade and specialty items to entice any holiday shopper.

The cost of this event is \$20 pre-sale and \$22 the day of the event. Vicki Williams is coordinating this tour and will collect \$20 to purchase tickets for those who would like to attend.

As always with a Mayflower tour there will be lunch at a place yet to be determined. If you would like to go, you can pre-pay at the October meeting or contact Vicki Williams at 503-266-4287 or ilikemopar@aol.com. For more information you can check the website www.duniwayelementary.org/home-tour. By Vicki Williams

For Sale: John Fowler's Gorgeous '41 Opera Coupe

1941 Plymouth Special Deluxe P12 Opera Coupe

Coupe has the rare optional BACK SEAT! Car has been garaged and only gets wet when being cleaned. The mechanics are in very good condition.

This car runs and drives like a 1941 Plymouth should. Split exhaust manifold makes her hum and provides a true "old skool" sound! Drives at freeway speeds with no problems. The engine is the original flathead six.

The electrical system has been updated to a 12 volt negative ground (secondary gauges have been added). A radiator overflow system has also been added to the cooling system. The paint is in good condition with the exception of a few small chips and scratches (this car is a driver...not a trailer queen). The color is called Sea Foam Green, the original color on the factory build out card.

The chrome and stainless trim are also in overall great condition. The glass is all intact and the windows function perfectly (even has a WWII ration stamp on the front window!).

The interior of the car has been reupholstered with a mohair/leather fabric combination using the correct pattern. As the pictures indicate the seats, headliner, door panels are in very good condition.

The fuel gauge, battery charging and oil pressure gauge work properly. The odometer



and original radio are not operational. There is a remote controlled AM/FM radio mounted under the seat that provides all the crusin' tunes needed!

All of the lights (including external spot lights and fog lights) work properly. Clear Washington title and original (restored) license plates included.

LOTS of provenance included... build card, original owners manual, sales brochures, parts manual, extra original hubcaps, bug screens for cowl, service maintenance manual and multiple trophies from local car show wins.

Time to move on to the next project. This was a restoration; want to do a hot rod next!

\$15,000 Negotiable

John Fowler
John.Fowler@seattle.gov

Cascade Pacific Plymouth Club 2010 Dues

Please update information for the roster and return with \$20 payment by December 31 to: CPPC P.O. Box 2988 Clackamas, OR 97015

Form with fields for First Name, Last Name, Spouse/Partner Name, Mailing Address, City, State, Zip, Home Phone, Mobile Phone, Other, Email Address(es), My Plymouths, Birthday Month / Date, and Birthday Month / Date.



Body Shop and Repairs

It's November in the body shop. The last of the leaves keep blowing into the service drive, temperatures are dropping and the rain prevails. The turkeys are keeping a low profile. Or are those the paying customers?

Several of our members are tucked away in the service bays.

Jerry Dixon is mostly house-bound while his leg/hip injury heals. It was the femur that broke just below the ball where it rests in the hip, if we understand correctly. He is having physical therapy once a week and is doing quite well. Except he is getting bored and is anxious to be out and about. He's only been able to leave the house when help comes to take him to the doctor.

Joanne Dixon can now raise her healing arm to wash hair and put things away. That's an accomplishment which many of us can appreciate. She has finished physical therapy and has been released. Next she goes to her new insurance to see if they recommend further treatment for her arm and to assess her knee problems from last year's fall.

Karen Ryan is doing well with her radiation treatment. She and Don joined the Mayflower lunch at the culinary institute last week, and she plans to joins us at the annual meeting and potluck.

JulieAnn Edman is being tested for celiac disease (auto-immune intolerance to gluten). Hopefully the test will provide a definitive diagnosis so she can move forward with a modified lifestyle.

The good news is that Tom and Kris Nachand were not affected by the tornado that touched down in Lincoln City earlier this month. The damage was 11 miles away from them.

Chuck Willis anticipates knee replacement in January 2010. We could start the CPPC version of the Rockettes with all of the new knees in our group.

Pat Brost has two more treatments in his chemo series. He is doing pretty well between treatments but it's difficult for a week after each one. Pat hopes to feel well enough to come to the Annual Meeting.

Gary Rusher is apparently doing quite well after last month's surgery. He was so spry at the Board meeting we forgot to ask how he was doing.

Jeanette Dimick continues to divide her time between home and Canada where her mother and brother are still recovering in separate care facilities from unrelated accidents. We've missed Bob and Jeanette at our meetings and events the last several months.

The Body Shop and Repairs staff now includes Lorraine Griffey (503-666-2222 or lorrainegriffey@yahoo.com) and Cari Catlow (503-427-0155 or cari_catlow@yahoo.com) as primary contacts. Philis VanCoelen continues to send encouragement and cards.

This Thanksgiving, despite the sometimes bumpy roads and unexpected detours, we are thankful for the care and support that our remarkable group shares.

Member name badges are ready for:

*Carol Blodgett
Gary Blodgett
Larry Goodwin*

Please see Don Hufschmid at the next meeting to add the badge to add to your collection of stylish Plymouth Club accessories.

Cascade Pacific Plymouth Club Technical Committee

Loren Bennett.....	503-201-5537	lorenb65@verizon.net.....	Hillsboro, OR
Pat Brost	503-761-2792	pbrost0212@yahoo.com.....	Portland, OR
Bob Dimick	360-885-1113	bjdimick@q.com	Brush Prairie, WA
Marlo Edman	503-287-3753	medman@teleport.com	Portland, OR
Jimmie Fox.....	503-774-3441	No email, please.....	Portland, OR
Tony Gemma	503-631-4735	N7WGA@ccwebster.net	Oregon City, OR
Duanne Luckow	503-761-9411	daluckow@aol.com	Portland, OR
Bill Marble.....	503-695-5531	bill@marblemanor.com	Corbett, OR
Dennis Markovich	503-663-1831	No email.....	Boring, OR
Tim McCarthy	503-620-8438	timmccart@aol.com	Tigard, OR.
David Pollock	250-743-4859	dnpollock@shaw.ca.....	B.C., Canada
Philip Post	541-535-1860	harrigerj@charter.net	Talent, OR.
Dennis Rice	503-393-7231	blue51plymouth@comcast.net	Keizer, OR
John Sweeney.....	503-281-5159	No email.....	Portland, OR
Ken VanCoelen	503-310-7228	plymouthken@q.com.....	Milwaukie, OR
Dave Williams	503-266-4287	ilikemopar@aol.com.....	Canby, OR
Charles Willis	503-668-0129	upandstuff@verizon.net.....	Sandy, 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.

Happy November
Birthday Wishes
to the
following members:

- LaDeane Heaton – 1st
- John Chase – 4th
- Kim Nicholas – 15th
- Arlene Petersen – 16th
- Caroll Markovich – 16th
- Sharon Hagglund – 17th
- Cari Catlow – 18th
- Audrey Clyde – 21st
- Tim McCarthy – 22nd
- Bob Dimick – 23rd
- Don Turner – 24th
- Peni Powell – 25th
- Ron Whitting – 27th
- Virginia Dunn – 27th

And to any others who prefer to celebrate anonymously



The Steering Column, A Message from the President

The first thing I want to do is say a big THANK YOU to all of you for allowing me to be your President for the past two years. I knew when I joined this organization that it was made up of a special group of people, and the past two years just confirmed that feeling. It is one thing to be a part of a group, but it is so enlightening and gratifying to serve that group.

This experience has shown me what a great group of individuals this is. The automobile brings together people from all walks of life without regard to social status, income levels, careers, or backgrounds. This is what, to me, makes this club so special. We do care about each other.

I want to thank all of those who have helped to make this club such a great success. Especially the members and officers that served before and brought us through the first ten years and provided a firm foundation. All of those that served as officers, committee members, and everyday members who have worked to make this a viable club, and all that will continue to do so.

A special thank you to those that have agreed to carry forward into the next decade of operation. As in the past there will be challenges, but there will be corresponding rewards. Thanks to Mike, Robin, Dolores, Cari and Janet for being willing to carry on the leadership of the club.

It has been so much fun to help and participate with tours, programs, tech projects and personal issues with so many

individuals. Of course the big project for next year is the "2010" celebration, but we can't let that overshadow the other functions of the club. We have a whole year to enjoy our cars and each other. Let's make this a very active and adventurous year.

I would ask that you all consider what you can participate in this next year. Although my term as President is over I will continue to serve on the Board and hope to help with the activities and technical committees

Please make a special effort to join your fellow members on the 24th for our Annual Pot-Luck. The Membership Committee along with the help of Retha and her crew assure me that we will have a great meal and a special program. If you haven't yet signed up with Retha just give her a call at 503-665-1673.

Looking forward to seeing you on Tuesday and during the upcoming year.

Your President,

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



NUTS AND BOLTS: Nov. Board Meeting Highlights

Membership Committee: Lorraine noted that the Club should be looking for a membership chair for next year. She will be stepping down because she would prefer to do member care.

Don Hufschmid recalled a motto that we should emphasize at meetings and Club events: "Everyone is on the membership committee."

2010 POC Meet Planning: Karen Ryan's health will not allow her to head up the women's activity the Saturday of the POC Meet. Other people are willing to work on the project, but there is no chair. Lorraine recommended Mindy Benfield or Vicki Williams.

Mike Bade presented a revised draft of the POC Registration Form which clears up nearly all questions. Future revisions can be made without bringing the form back to committee.

The next task is to update the three informational pages that appear in the National POC Bulletin to reflect final program choices.

Discussion about T-shirts: semi-final color design was circulated; Mike will mock-up some shirts to help with color selection (anything but white!) before a final order is placed; women's sizes were requested. Consensus

seemed to be to put the design on the back and a single-color logo on the front. Mike can get case prices and free shipping on bulk orders, saving the printer's markup on shirts.

Discussion about the show format: Gary visualizes one area for POC judged- and non-judged cars (this will include CPPC member cars); a second lot for Saturday's registered guests, for any Plymouth, modified or not; plus a third Honored Guest lot for any car 25 years or over which is driven to the show. The philosophical problem seemed to be what Saturday-only registered guests were going to get for their registration fee.

Jerry and Ann Klinger expressed a sense of urgency over the progress that had been made, and warned that time was shorter than we think.

Consensus seemed to be that with the final program described in the next POC Bulletin along with registration forms in print and on-line, work will be able to proceed on raising donations, recruiting sponsors, and designating and filling work slots.

Sample trophies will be available for viewing at the January membership meeting.

(Excerpted from the minutes by Robin Will)

2009 REFRESHMENTS SCHEDULE

November Annual Potluck

Plan to sign up for the 2010 Refreshments Schedule during the November meeting or Contact Dennis and Jeanne Mowery 503-663-1204 jenmowery@aol.com

Sales Brochures for Vintage Cars Available at On-line Site

The link below will take you to a site that includes copies of sales brochures for many American cars from the 1930's and later. There is a great selection of Plymouth and other Mopar models, and you may be able to find one for your car(s).

<http://www.lov2xlr8.no/broch1.html>

Cars as Art: Rust and Glitz at Antique Auto Ranch

Now that I supposedly have more time on my hands, I have more time to think about cars and my photography. At the recent Hot August Nights car show, there were quite a few Rat Rods, cars that were basically purposely unpainted/unfinished cars and trucks. It is amazing the crowds of people that are attracted to Rat Rods and the people that want to be photographed with them. Maybe these guys have something good here; it is certainly a cheaper way to go.

I have found a few photo websites where the photographers go to car graveyards and photograph cars that have been left out in the weather. The amazing photos they come up with are very cool. The mood and feeling created by the cracked and peeling paint, against the still-shiny chrome trim, bumpers and hood ornaments is hard to explain. It's a nice change to all the perfection you see all the time at car shows.

I thought to myself, after looking at the car graveyard website, that it would be fun to find a place that I could try the same thing. The only local place I could think of to give the idea a try was the Antique Auto Ranch in Spokane, where I bought parts for my 1930 Plymouth in 1972 when I first got started in classic cars. Back then they had pretty much anything I needed; axles, wheels, miscellaneous parts that helped me build my first car. I have not been back all these years and did not even know if they were still there, but it would be a good place to start.

The timing of all this seems like a big coincidence. Donna and I were scheduled to go to Spokane last weekend. Shortly after getting to Spokane I headed out to the Antique Auto Ranch - yes, they were still there. I did not know how I was going to get them to let me go back into the car area. There was some doubt as to what I might find when I got there. I introduced myself and made some small talk with a guy named Mike and got the okay to take pictures.

It was different than I remember from 37 years ago, a lot more rust and not as much glitz as I had envisioned. I looked over the cars and parts looking for something interesting. The sun was not the best for some of the shots I wanted to take, so I would have to come back another day to get everything I wanted. I was surprised to find the cars were more cannibalized of the good stuff than anticipated. I guess that is what people usually come here for - to buy parts for their cars, too bad for me.



Eventually, I did get a lot of pictures. There were some good grills, hoods, tail lights, some cool dashes, and a bunch of complete cars all making for some good shoots. The best photos were of the faded paint and rusting chrome, weathered glass and car parts laying in different arrangements, which gave the pictures more character and interest.

There were a number of whole Plymouths and other Mopars among the many cars I photographed. I wished I had more room to maybe bring a few home with me. I was glad for the experience and grateful there was plenty of material to work with. One disappointment during the experience was running out of batteries in my digital camera. There were a lot of cars I was not able to shoot and will be heading back, when I can, to finish.

I have had a little time to work with the images and I have some that I will make into a collage. It would be cool to market them somehow. If anyone knows of more places I can go for further adventures give me a call or an email.

Here are a few of the images from my adventure.

Article and Photos by Mike Bade



Out and About With Bill Call



Go to the Next Auto Auction, It's Loads of Fun

Silvers Auction in Medford in November was attended by Bill Call, Sam Stafford and illustrious President Gary Rusher (right). It was a great auction at which I acquired a Go-Cart made in Australia (see picture). Out of all the auctions I have attended over the years this No Reserve was one of the best. Sorry you missed it.....Lots of Mopars.

By Bill Call



Who is this Guy Sam Stafford?

He works for Bill Call and attends Clackamas Community College, majoring in Horticulture. Sam is a fast learner and drives Bill's trucks and all his cars. "I was impressed when I met him at the Milwaukie Tire Store," according to Bill, "and Sam's help has allowed me to keep involved with all my cars and Marine Corps goes on."

Bill and Dolores are sponsoring Sam in our Plymouth Club, and the November potluck will be his first meeting. Be sure and say 'Hello' to Sam. He will be one of our youngest members. He drives a jeep at this time.

The picture above shows Sam at a recent Auction we attended.

By Bill Call

Breakfast at The Bomber

Getting a call from Charter Member and all-around good guy John Sweeney to attend a breakfast meeting to discuss the important things of the time is my highlight of the week.

Last week at the Bomber was no exception with six of us showing up: Tim Winchell, John Sweeney, Tim McCarthy, Jim Fox, Chuck Willis and myself. I decided to jot down these major subjects that were discussed.

First of all our great orator Jim Fox started it off with a lecture on several subjects which included vision, details of his recent operation, rebuilding a carburetor for a '31 Desoto, the difference



between Model A's and B's, '39 Dodge Luxury Liner and 1951 Plymouth Concord, drinking wine, B-17's, car dealers Dale Mathew, Juan Martinez and Wade Fetty.

Chuck Willis told about the doctors wanting him to lose 100 lbs before his knee operation.

John Sweeney told about running away to the circus at age 15, Plymouth lights and other important information.

We all had a good time and great breakfast, too. If you get invited please go and contribute to the information of the day.

By Bill Call



The Breakfast Bunch: Above, Jimmie Fox; right upper, Chuck Willis and Bill Call; right lower, Tim McCarthy and Tim Winchell



A Traditional Steam Cleaner!

Located at 18th and S.W. Jefferson, Esquire Motors is the only shop in the Portland area that **still steam cleans cars**. They did a great job on my 1966 Satellite.

Like many car buffs in this area we all have looked for someone who does this work. This shop is run by Sarah Heidler and Kathy Garb.

Because of the environmental issues created by steam cleaners most have gone out of business. Some of us can remember back in the '50s when there was a steam cleaning shop on every corner.

You must call for an appointment. Prices are reasonable.

By Bill Call