



Cascade Pacific Plymouth Club, Inc.

Affiliate of Plymouth Owners Club, Inc. Founded 2000

DEDICATED TO THE
PRESERVATION & RESTORATION OF ALL
PLYMOUTH AUTOMOBILES



Volume Twenty, Issue Five

Clackamas, Oregon

May 2020

Looking for workarounds as car show season gets away from us

By Robin Will

It was interesting to see the responses to my emailed query for newsletter items for the second month of quasi-quarantine away from club meetings and car events.

Susan Yates says she's, "... getting a lot done in the yard and Rick has been working on his 48 Plymouth."

Mowery's response was: "Jeanne: doing therapy and walking with and without walker

Dennis: working on 48 Plymouth. Get one thing fixed and another pops up."

Mark Childs went over to Portland Transmission even though he knew the event was cancelled, got a 2020 hat which will be a collector's item someday, and enjoyed the meet-and-greet with a couple of dozen other folks who had the same idea.

CPCC member Don Amundson, up in Auburn, WA, sent a long letter. To summarize, he's unhappy with the COVID-19 restrictions in Washington, and Don, Lynda, and their Sheltie named



The May 9 cruise-in at Portland Transmission was cancelled, but a few stalwarts showed up anyway. Mark Childs was second in line, with his "new" 1966 Satellite. He says, "One of the PT owners showed up and gave out hats and thanked us for showing up even though the City essentially forced them to cancel."

KatieKupKaKe have participated in a couple of possibly "illegal" and hugely remunerative fundraising cruises, one for a food bank and one for the Epilepsy Foundation.

"I encourage everyone to get in their cars, and get them out in the public, because old cars, whether they be originals, rods, customs, or muscle, bring smiles to the faces of the general populace when they appear," Don says.

I heard something similar from Mike Morrison, a friend in the Plymouth Owners Club Lone Star region who reads our newsletter faithfully.

"Here in our little town, they had a parade in front of the Old Folks Home. Must have been about 100 cars ... old folks were outside on the lawn as we drove by. POINT IS: everyone wants to get out and go someplace.

"Wife and I took the 62 Fury on a cruise last Sunday, probably covered 50-60 miles out and back. I'm going to meet with the local burger joint (Fat

Boys) and see if we can have a cruise in, order burgers and eat in our cars, just so we can get out and get together, even if it is staying in the cars."

Good point, Mike! We'll probably be looking at events like that in the Portland area, as spring turns to summer.

World of Speed announces permanent closure

World of Speed, the automotive museum in Wilsonville, closed temporarily in March due to the COVID-19 pandemic, and announced early in May that the museum will not re-open.

World of Speed's assets and funds will be distributed to 501(c)(3) museums and schools as required by Oregon law.

Along with world-class exhibits, World of Speed was remarkable for collaborating with local high schools and community colleges in hands-on Auto Technology instruction.

WOS had been operating Wilsonville for five years.

CPCC will be meeting virtually again in May. Watch your email for updates!



**STAY HEALTHY!
STAY HOME!
WE'LL BE IN TOUCH!**

CPPC Officers 2020

President, Phil Lapin, 503-816-5644
 Vice-President, Jim Wheat, 661-361-9378
 Treasurer, Dolores Call 503-723-5118
 Board Chair, Mike Bade 503-702-2480
 At-large, Joanne Dixon 360-608-6171

Standing Committees

Membership, Mike Bade 503-702-2480

Newsletter, Website

Robin Will 503-285-3437
 robin@robinwill.com

Mayflower Events

Susan Yates, 503-705-6416
 Mindy Benfield, ben1323@aol.com

Refreshments Coordinators

Dennis & Jeannie Mowery 503-663-1204

Technical Advisors

Randy Ealy 503-864-8111

Member Care

Lorraine Griffey 503-666-2222

Club Activities

Jim Wheat 661-361-9378

Portland Swap Meet

Robin Will 503-285-3437

Down by the Riverside Car Show

Randy & Pam Ealy, 503-864-8111

Membership & Dues:

Cascade Pacific Plymouth Club, Inc. dues are \$25.00 per calendar year
 Membership runs January 1 through December 31.

Concurrent membership to the National Plymouth Owners Club is required.
plymouthbulletin.com/members.htm

Mailing Address:

P.O. Box 2988, Clackamas, OR 97015

Website:

www.CascadePacificPlymouth.org

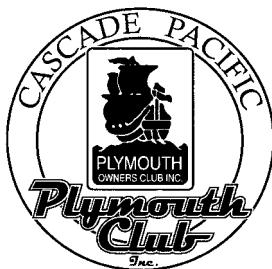
Email contact:

info@cascadepacificplymouth.org

CASCADE PACIFIC
 PLYMOUTH CLUB

DUES
\$25.00 per year

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 Club is required.

**Highlights from the April membership meeting**

From minutes taken by Jean Graham

Members of the Cascade Pacific Plymouth Club, Inc., met virtually via Zoom April 28, 2020. The shut-down necessitated by the Coronavirus Pandemic, required meeting virtually.

Phil Lapin, President, presided. Phil welcomed twenty-one members to the meeting, including one new member. He announced there are a total of three new members. Jean Graham recorded the Minutes. (Phil provided "Virtual" refreshments.)

Treasurer's Report: Phil reported that, with no income from the Swap Meet or Cruise In this year, CPPC's financial condition is adequate to get through the year. Any Board member may be asked for details.

Mike Bade reported shirts purchased for the canceled Cruise In are put away and saved for the Cruise In next year. Regard-

ing the outing to the Neon Sign Museum, Mike hopes it can be scheduled for late June. A photo-op outing to the Gladstone Gas Station may be a possibility.

Randy Ealy summarized the canceled Cruise In. Oregon City returned money CPPC had paid for use of Clackamette Park. Some donations which had been given for CCC scholarships were returned to donors. Other donors let CPPC hold their donations for the Cruise In next year. The Vendor Book is finished and ready to print.

After Business was completed, there was time for visiting. Members from Maryland, New York and Southern Oregon agreed it was good to put faces with names. A good time was had by all!

A video recording of the meeting was made.

Here's a screen shot - it's what a virtual meeting looks like. CPPC members "gathered" on April 28 to discuss club business and catch up with one another. The application ZOOM is free to download and easy to use, and it is turning out to be important for business and social events as the COVID-19 lockdown continues. We'll be doing this for the second time for our May 26 meeting.



The Steering Column, A Message from the President

It sure is quiet these days – sad because of COVID-19, but a great time for reflecting, letting our minds rest, and working on our cars. I personally have several fresh bruises and scratches from working on our 1942 Plymouth – and I hope some of you are banged up also from the same endeavors. I know Dennis Mowery, who doesn't complain about much, told me he was sore all over from crawling around under his 1948 Plymouth!

Since we cannot get together for a physical meeting, I am once again going to put out a message about an "on line" ZOOM meeting set for our regular General Membership meeting date. It will be Tuesday May 26 at 7pm. Last month, we had about 20 people sharing their experiences on line – let's see if we can double that number this month.

CPPC is a car club, but more importantly it is a social club, where we

can enjoy each other's company. This is why I feel it is so important to hold "virtual" on line meetings each month. They are shorter than "in person" club meetings – since there is scant official club business. That is made up by more time to converse and have fun.

I am going to have an informal quiz this month, with car pictures from a recent Netflix series called "Hollywood". See how many of these vintage beauties you can identify.

It is my feeling that some of you are unsure of your computer or smart-phone skills at joining a "virtual" meeting. PLEASE don't stay away because of that – call me at 503 816 5644 before the meeting day, and I will get you up to speed painlessly with a mock meeting.

Here's to good friendship and everyone staying healthy.

P.L.

You can attend a CPPC Board Meeting from the comfort of your home

Members are always welcome to attend the CPPC board meetings, which are always the second Tuesday of each month.

During the COVID-19 interim we're not meeting physically, but board members found it simple to download the meeting app Zoom, and to take care of business remotely.

Any CPPC member is welcome to

do the same. Download Zoom (it's free) and let a board member know you're interested in the meeting. We'll furnish you with the invitation and password you'll need to join the proceedings.

It's not difficult to use the software, and there's no gas or time used up driving to and from the meeting, so this is an easy way to get involved.

Richard Von Allmen 5/6/1936-12/21/2019

Richard John Von Allmen, 83 of Portland OR, passed away on Saturday, December 21, 2019.

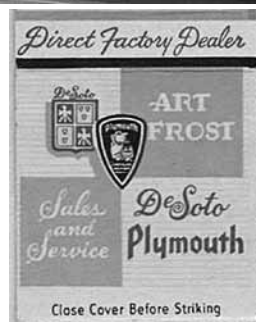
He was born on May 6, 1936 in Portland, Oregon to John and Cecilia (Yung) Von Allmen. He graduated from Gresham High School and served in the US Army National Guard. Richard married Liliane Elion on September 27, 1958 in Portland, Oregon. Richard worked for 31 years as a Firefighter Lieutenant with Multnomah County Fire District and Portland Fire Bureau before his retirement in 1988. He was a vintage car enthusiast and loved garage selling.

Richard is survived by his wife Liliane Von Allmen of Portland OR; sons Jeff Von Allmen (Jaylene) of Clackamas OR and Mike Von Allmen of Portland OR and sister Joanne Odermott of Hillsboro OR.

A Celebration of Richard's Life was held at 1:30pm on Saturday, March 7, 2020 at Bateman Carroll Funeral Home, 520 W. Powell Blvd in Gresham, Oregon.



CPPC member Steve Heaton shared his collection of Plymouth dealership photos, and they'll be appearing here from time to time. This picture was interesting for several reasons: the Beverly Hills Historical Society legend in the corner made us wonder how many Plymouths were sold in Beverly Hills. However, there's a Chevy, a Mercury, a Ford, and a Buick parked in front – potential trades on new DeSotos? The 1946-48 Ford is the newest car in the picture. A quick internet search revealed that Art Frost had dealerships all over Southern California, and if anybody is interested, there's an Art Frost matchbook cover for sale on eBay for \$3.99.





OFF THE HOOK – Revisiting LED light bulbs

By Phil Lapin

CPPC Tech Committee and President

In August 2018 I wrote an article about LED lights for our vintage cars. This appeared in both the newsletter and on the CPPC Website – where you can locate it under the Technical Committee section. Since that article, there are new additions to what are available in LED lights, including one style I have taken great advantage of. I have also learned that not all LED bulbs work well as direct replacement for filament type bulbs. For reference purposes, you may want to visit ledlight.com to see what is available as of 2020. Look under “Products”-“Automotive”- then filter to “6 volt”.

First, let me address the issue of swapping out LEDs for filament lights. All of the bulbs I purchased were of good quality – so I am not being critical of the actual products. What messes up some swapping is the specific design of LED bulbs. Single LEDs radiate light outward in one direction only – typically under 120 degrees. It is the nature of the device. Many of the replacements have an array of LEDs mounted radially around a solid central “core”. In this way, they can radiate light in all directions. The problem is that if you look at only one side of the lamp, only a portion of the LEDs with shine on you. The rated output is only partially available, reducing the light value. If you use these types of bulbs in a mounting that has a very efficient reflector, you may get somewhat near the rated output. If, however, you stick them into the instrument cluster backside, they don’t have the advantage of a great reflector, so they appear very dim. I found this to be a major issue in several applications on my car. I ended



up reverting to filament bulbs in these situations. There may also be an issue of clearance in some tight fitting enclosures.

Another variation on LED bulb has a “cluster” of LEDs pointing directly away from the metal base. These work well for taillights, brake lights and such, as ALL of the output is focused in one direction – similar to a flashlight beam. They still will not look the same as a filament bulb from behind the glass lens, but they will be bright.

Overall, you must consider the design of the lamp housing and location before choosing a particular LED lamp. That can be difficult when looking at a picture, but just keep in mind how LEDs radiate light.

There is another style of LED lamp that I discovered, and now have used several of on my car. It is a “festoon” bulb (similar in design to older glass fuses). Both the bulbs and the mounting bases are available through the ledlight.com site. These also produce a very directional beam of light – but it can be rotated in the mounting socket. The backs have an integral heat sink. I have used these for my rear dome light, interior side lights I fabricated, as well as one under the dash. I plan on using others under the hood and in the trunk. It is easy to mount the bases for them. In the picture, I have made up a metal mounting to lower the profile of the bulb, which has worked out well.

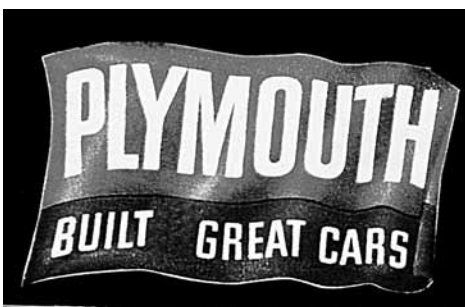
Cascade Pacific Plymouth Club Technical Committee 2020

The committee meets the 4th Wednesday of each month, and other times as they are needed, gladly making house calls where necessary.

Call Randy Ealy at 503-864-8111 if you need assistance.

Charles Willis 503-668-0129 upandstuff@frontier.com, Sandy, OR
 Randy Ealy 503-864-8111 prealy48@gmail.com, Dayton, OR
 Jerry Dixon 360-607-7628 jojoes@outlook.com, Vancouver, WA
 Marlo Edman 503-936-4624 medman@teleport.com Portland, OR
 Phil Lapin, 503-816-5644 philzmap@gmail.com, Boring, OR
 Jeff Miller 503-452-3989 jjmiller2005@comcast.net, Portland, OR
 Dennis Mowery 503-663-1204 jenmowery@aol.com, Boring, OR
 David Pollock 250-743-4859 dnpollock@shaw.ca Shawnigan Lake, BC
 Philip Post 541-535-1860 harrigerj@charter.net Talent, OR
 Gary Rusher 503-939-9320 chiefgr@hotmail.com, Wilsonville, OR
 Bob Westphal 360-334-6037 bobwestphal@hotmail.com, Vancouver, WA
 Jim Wheat 661-361-9378 jawheat@gmail.com, Lake Oswego, OR

We will do all we can to help you with your car. NOTE: Keep this list handy for future use.



Classic story of an old-car hobbyist: one thing led to another, and the box and shipping ended up costing more than the contents

By Randy Ealy

I always look in the back of the National Plymouth magazine for '39 Ply car parts.

Over the years there have been few '39 ads, however, two issues back there was an ad from Tom Gandy in Baltimore MD so I gave him a call.

The number was wrong. Thinking I dialed it wrong I redialed. A very upset lady who answered the call hung up.

After much research I remembered a National Directory I had from 2006. Tom's name and phone number was in the book. I called and got an answering machine where he gave his name.

Now I knew I had the right person. I waited for a call back. Nothing happened. I called again. Finally he called back. He acknowledged the number in the magazine was wrong and now he understood why I was the only person to respond. Years ago he ran the same ad with the correct number and had no calls.

In the meantime, a picker had come to his house and he sold most of the items he listed but he would see if he could retrieve them and give me a call back. I figured I'd never hear from him again. A few weeks later he called and said he got all the parts, which shocked me. We settled on a price and he agreed to ship them to me.

Because of the virus, all UPS packing stores were closed so more research was needed. I found a packer a mile from his house who could also ship.

POC Spring Meet in Illinois will be rescheduled

We got an email message from Jim Benjaminson of the national Plymouth Owners Club, informing us that the meet scheduled for June 17-21 in Springfield, Illinois, has been cancelled.

Jim's message said, "rescheduled for next year or later," which will allow plenty of time to sort out coronavirus concerns and re-start the planning process.



Here's Randy with his treasure chest. All stories in the old car hobby contain similar elements: the hunt, the education, the suspense, the discovery, and the concern with how he's going to get it all home. The story detours through delay and expense. Although it seems to end with safe delivery, remember that he has gone through all of this and hasn't begun to work on the car yet.

Tom took the parts to him and they decided a crate would be needed to assure the parts would not be damaged in shipping. Costs are now climbing and the virus is hitting Baltimore pretty hard. The packer is now only open a couple days a week.

The fact the steering wheel won't come off the shaft and the size of the gas tank means the crate will be 6'x 2'x2' and he will have it built.

Costs keep climbing and now shipping is more expensive because of the crate weight. Ends up the packing and shipping were now more than the parts. Pam is now calling it the "treasure chest". Well that is what the stimulus check is for correct? Here is the picture of some of the parts and the crate that arrived within a week.

Editor more-or-less explains how the newsletter works

By Robin Will

We get compliments on our newsletter, and I'm sure it's because we get so much participation from our members.

I keep a Newsletter folder open on my desktop, and every time I get an emailed message or photo, I drop a copy in there. Yes, folks can send stuff anytime they see something newsletter-worthy.

On the Tuesday before the meeting, I open the folder and see what I've got in there. It's like Christmas.

Email is always best, because it waits until I'm ready. Snail-mail is second best, because I can stack it up.

Phone calls are the worst, because I write notes to myself and send them through the laundry in my shirt pockets. I thought everybody should know that.

fr BODY SHOP & REPAIRS

Lorraine Griffey is CPPC's Member Care contact. Please keep her update-about members who need cards, letters, e-mails or phone calls.

Contact Lorraine at 503-666-2222 or lorrainegriffey@yahoo.com or send the messages directly to your newsletter editor: robin@robinwill.com

Jeannie Mowery is doing lots of physical therapy, and is now walking with and without her walker.

Retha Harden recently had Hiatal Hernia surgery and would be happy to hear from members.

NUTS & BOLTS: Board meeting highlights

From minutes taken by Jean Graham

The Virtual Board meeting was called to order by Board Chair, Mike Bade, at 12:06 p.m. Participating in the meeting were: Mike Bade, Phil Lapin, Dolores Call, Jim Wheat, Robin Will, Joanne Dixon, Jerry Dixon, Randy Ealy and Jean Graham. Dolores joined the meeting by phone. Jean recorded the Minutes.

Minutes of the April Board meeting were approved.

Treasurer's Report: Dolores Call's re-

port shows CPPC's financial condition is sound.

Phil Lapin provided virtual cookies for the Board.

Due to the time limit of Zoom meetings, reports were necessarily concise.

Roster of Members Booklet: Mike reported that, with a couple corrections, the Roster is ready for printing.

The Newsletter: Jim Wheat needs to be listed as Activities Director.

Cruise In Wrap Up: Randy reported all actions to cancel the Cruise In are complete. Joanne Dixon reported a donor to the Cruise In looks forward to supporting it next year.

Swap Meet Wrap Up: Robin reported all preparations for the Swap Meet are on hold.

Virtual General Membership Meeting for May: It was suggested "test" meetings be offered prior to the actual meeting for members who may need help with how to join a virtual meeting.

Member Care: Retha Harden recently had Hiatal Hernia surgery and would be happy to hear from members. Former members Rich VonAllman and John Chase passed. Note: anyone who hears of a member with health issues is asked to send that information to Robin via e-mail. (Not by phone, please.)

June Birthdays were reviewed.

Mike mentioned the possibility of combining the Neon outing with a visit to WAAAM.

The meeting ended at 12:40

JUNE BIRTHDAYS

Debbie Moore	1
Hank Baker	1
Dennis Mowery	2
Brad Groff	4
Jake Higginbotham	5
Steve Corey	6
Mary Eccleston	7
Chuck Willis	7
Nathan Goff	8
Philip Post	10
Viki Cerruti	15
Martin Bailey	20
Judy Leidig	23
Earl Ming	28

REFRESHMENTS

March

Meeting Cancelled

April

Virtual meeting – no refreshments

May

Virtual meeting – no refreshments

June

Taking bets now – virtual or live????

July

Lloyd Schulz, maybe

August

Picnic at Willamette Park

September

SIGN UP NOW!

October

Joanne & Jerry Dixon

November

Potluck

December: No meeting



The newest edition of CPPC's Vendor Guide came off the press on Wednesday morning, May 20. Tech Committee members and friends worked through the winter confirming and listings of the people we can do business with, and recommend. Contact Randy Ealy if you want one, and he'll work out pricing and mailing.

More information on Gary Rusher's mystery trim pieces

Folks in the car hobby play a certain amount of trivia no matter what, and older guys with good memories come in really handy.

But old guys with good memories have been stumped figuring out if any Mopar product, ever, had triple chrome strips on the fenders.

Gary Rusher has the parts – front and rear both sides, plus installation template, with a Chrysler part number – and no clue what they were meant for.

We got pretty excited over something we saw in a video – until we realized the car was a '41 Cadillac.

Doug Crawford came up with this print piece that may answer the question. It looks like a amateurish collage of the half-tone images that were routinely supplied to dealers & newspapers for advertising, and it clearly features both 1941 and 1942 models.

Right in the middle, there's a 1941 Plymouth with triple bright strips on front and rear fenders!

The '41s had those "speedlines" stamped into the fenders – could the chrome highlights have been a dealer-installed option?



Doug Crawford dug this up, and shared it with Phil Lapin, who shared it with Gary Rusher and Robin Will. The document is in ratty condition, and it appears to be a not-too-skillful collage of advertising bits that might have promoted a sale in the showroom at the cusp of the 1941-42 model year. Somebody did some clumsy work with scissors, some relatively neat hand-lettering – and this ended up in print, somewhere, somehow. The interesting bit is the 1941 Plymouth in the middle of the composition – with three parallel speed lines on the trailing edge of front and rear fender.

COVID project – beautifying the back of Mike Bade's 1930U Plymouth hot-rod

By Mike Bade

The back of my 30 Plymouth, is an area that I have been thinking about for a while – the frame and gas tank area takes away from the finished look of the car.

I measured and cut the first pattern from Foam Core mounting board, trying to make it in one piece since I wanted to avoid the expense of welding.

The pattern did not have much stability, and made a second pattern from door panel board.

I went to Versa-Tech Metal Fab, Inc. in North East Portland, I drove my 30 Ply Coupe and took my pattern, to show the man how pattern fit and what I needed and he assured me they could do the job. Five days later I had my fuel tank pan, I only had to do a little tweak I had not considered, but I had it fixed in short order.

The next step was drilling mounting holes to match the pre-drilled holes in the frame. A trip to Parkrose Hardware

and \$32.00 later I had fresh mounting and assorted bolts that I would need. A little grinding where the gas tank filler came through and It was ready for paint.

I went to Industrial Finishes and had a fresh pint of color mixed and two rattle cans and primer. I made quick work of the painting, of course you have to wait between coats of paint, that drags things out and you have to paint a both sides.

I also prepped and painted the powder coated bumper, and re-mounted the backup lights to keep things clean. Similarly, the rear license plate needed a new mounting place, it was also mounted on the old frame cross bar. I scavenged some metal and tweaked it a little, drilling and painting and then ready.

Editor's note: Mike furnished a dozen color photos and wrote out step-by-step instructions which may be viewed on the Tech Committee page of CascadePacificPlymouth.org.



TOP: Elements of the frame, fuel tank and sending unit weren't the most attractive views of Mike Bade's '30U coupe. Mike designed the one-piece fuel tank pan himself, had it fabricated, and did the installation at home.

1937 Plymouth humpback: purchased from a collector in 1987. Always garaged. Previous owner started restoration. Car starts, runs & drives well. Recent work: carb rebuilt, replaced brake lines, shoes, rebuilt master cyl, wheel cyls. New shocks. New seals, rear axle. Red Head. Rebuilt steering box. Replaced king pins & right tie rod end. Also includes 37 four-door fastback parts car, ran when parked, stored outside under a tarp, has fair amount of rust but has most parts. \$9,500 both cars. Richard Grove, Bothell, WA, 206-669-4689.



Jeff Miller is looking for "inexpensive" storage for 3 IH Scouts. He wants to build a good one out of three he can buy. Portland westside would be idea. Contact Jeff or Phil Lapin. (12/19)



We want to keep old stuff in circulation, so advertising of Plymouth-related goods and services is free on a non-commercial basis. CPPC membership not required. Ads are published on a space-available basis, and edited ruthlessly to fit. Everything here is duplicated or expanded on CascadePacificPlymouth.org. Please remember to tell us when your stuff sells, so we can pull your ad. Contact the editor, robin@robinwill.com with your words and pictures.

1975 Dodge three quarter ton Club cab will run needs work 1750 or best offer if you have any questions please give me a call. Rodney, 503-930-0295

For sale, 1951 Plymouth Suburban, flathead 6, 3 speed, very solid car, clean title good project to restore or hot rod, \$1500 or offer. Contact Bob Derbyshire 503-324-0923 (01/20)

Cascade Pacific
 Plymouth Club, Inc.
 Affiliate of Plymouth Owners Club, Inc.
 P.O. Box 2988
 Clackamas, OR 97015