



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

June 2020

COVID-19 No-Contact Parade entertains car folks and elders

Car people in the mid-valley figured out a way to have some fun during this Time of No Car Shows – they had a parade.

Call it small-town resourcefulness, call it whatever you want – but call it fun.

Philomath resident D. J. Freeman sent some pictures and a story: “Down here in the Mid-Willamette Valley we had a Covid-19 No Contact

Parade. We traveled around to all the Nursing Homes and Assisted Living places. We did a slow drive through, wave and honk. It started out rainy and quickly cleared up for a sunny cruise.”

This is a form of community service: no doubt the folks who are captive indoors are happy for a little entertainment, same as those who are able to get out and drive around.

Of course there’s a picture D.J., looking dapper in coveralls with Plymouth medallions.

There’s a picture of the Freemans’ great-looking 1938 Plymouth business coupe in the background with a beautiful Model A Ford 4-door sedan in the foreground.

There’s a trike we can’t identify with a driver who didn’t furnish his name, but isn’t it great that somebody his age came out for an event like this?

We can see a couple of early-’60s GM products behind the trike: a Chevy or GMC Suburban, and a Chevy Impala.

This may be the future of the old-car hobby, in the short term. We’ll be watching for events like this one, closer to our homes.



Mopar Summit cancelled

News from John Cooper: sorry to say I just got a phone call, the Mopar Summit event has been canceled.

Decision on Gresham show due by end of June

As of press time, we hear that the Gresham Show is pending. Waiting on city to open up and see that is allowed. It should be decided by end of June.

CPCC will be meeting virtually again in June. 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:

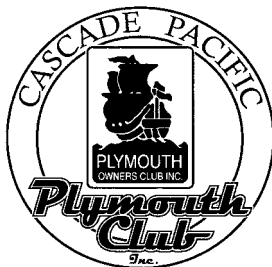
info@cascadepacificplymouth.org

**CASCADE PACIFIC
 PLYMOUTH CLUB**

DUES

\$25⁰⁰ per year

Concurrent membership in
 National Plymouth Owners
 Club is required.

**Highlights from the May membership meeting**

*From minutes taken
 by Jim Wheat*

Members of Cascade Pacific Plymouth Club, Inc. met on January 28, 2020, at 7:00 p.m. via Zoom Video Conferencing. Twenty-five members and friends attended the meeting. Jim Wheat recorded the minutes.

Phil Lapin led the group in the flag presentation.

Phil welcomed members and guests, upon motion, made and seconded, it was unanimously resolved that the minutes of the Membership Meeting of April, 2020, were approved as printed in the newsletter.

Treasurer's report: Phil reported on the earnings and expenditures and that the Club's treasury is in good standing despite no income currently due to the closure of events caused by the Coronavirus disease. Contact any Board member for details. The treasurer's report was approved as submitted.

Phil announced Birthdays for June, a complete list is available in the newsletter.

Member Care: Doug Crawford is doing well after a bone marrow transplant, Bill Call is also doing well despite having to be in isolation due to the virus isolation restrictions.

Activities: A photo shoot is scheduled for June 6 at the Gladstone restored Flying A Gas Station. Directions: Off of

McLoughlin Blvd. at Portland Ave and Dartmouth St. NW corner. Mike Bade has arranged a photo shoot opportunity for members to have their pictures taken with their cars in front of the vintage station. A sign up sheet will be distributed via email. Planning is still underway for a visit to the National Neon Sign Museum in the Dalles, details will be sent via email. Planning is still in progress for a covered bridge tour and Club picnic in August.

Car Quiz. 1. When was the first publication of Hot Rod Magazine? Answer: Hot Rod is the oldest magazine devoted to hot rodding, having been published since January 1948. Robert E. Peterson founded the magazine and his Peterson Publishing Company was the original publisher. 2. What type of vehicle did Louis Chevrolet first compete with in racing? Answer: In 1886, Chevrolet's family left Switzerland to live in France, There, as a young man, Louis developed his mechanical skills and interest in bicycle racing. 3. In the U.S. mission to capture Hitler's no. 2 military leader, there was an interesting bit of Chrysler Corporation history, What Was it? Answer: The car used by the U.S. delegation sent behind German lines to take Hermann Goring into custody was a 1940 Plymouth.

Meeting adjourned about 7:45

AT THE DRIVE-IN – most of us remember when it was a treat to go to the drive-in. Mom and dad and the kids would pile into the car, and go somewhere for cheap hamburgers. When we got cars of our own, it was a fixture of our lives – a place of our own to hang out. Now, it's a treat again. Mark Childs sent this wistful note: "... to help break the virus quarantine blues I get out to Sonic every couple of weeks. It's a great drive and kind of like getting burgers a long time ago." That's Mark's '66 Plymouth Satellite in the picture.



The Steering Column, A Message from the President



Another month has passed here in the beautiful Northwest, where we have had Winter, Spring and Summer weather all during the past few weeks! I hope that all of you are staying safe, but still enjoying various activities that inspire you.

I spoke this past week with the owner/manager of the Clackamas Community Club where we normally hold our meetings. He is doing well, although certainly not making any income from the facility. It turns out there are 10 clubs that meet there. The annual fees from the clubs basically keep him at breakeven on his costs. He makes "income" from special events like weddings that are mostly on weekends. I was curious who was using the

building now, and found out that none of the clubs are meeting "live", and all of his weekend events have been cancelled for the next several months. A small AA group still meets, and a small church group will be restarting their get togethers.

CPPC will continue to meet "on line" with our ZOOM meetings. We went from about 20 people to over 30 on our first and second meetings. Let's try for 40 this month! These meetings eliminate the problem of traveling long distances for meetings, so many more CPPC members can participate. This month I will be having a quiz using pictures of various vintage cars. Join the meeting to see how many you can identify. I'll have gift certificates for the first and second place winners!!!

I am also working to get some of our members to speak about their cars

and give some history on them during our on line meetings. These will be our "guest speakers" over the coming months. I would love for you to send me photos of your car, and be willing to give a short presentation on it! I know we have some special cars out there, and many with interesting histories.

It would help me – and the CPPC Board – if you could send me a brief Email letting me know your thoughts about getting together on some sort of "cruises" in the next few months where we could keep social distancing between ourselves. Would you venture out and be comfortable – or not? Do you have any creative ideas for cruises? Let me know (philzmap@gmail.com).

Let's visit at the general membership ZOOM meeting. Tuesday June 23 at 7pm. I will Email instructions.

P.L.

Engine in pieces in the back seat? No problem! D.J.'s five-dollar Ford

By D.J. Freeman

When I was 14 years old, I bought my first car. (No, I didn't have a license at that age in Oregon) The car was a '49 Ford four door for \$5. The engine had been disassembled and was in the trunk. My Step-Father helped me tow it home. I got a set of double open end wrenches from the 88 cent store and started putting the engine back together. (You do remember the 88 cent store, 8,888 items for 88 cents? And double open end wrenches? They came in stack with a clip with a screw hand on the top to hold them all together.)

I didn't know why the engine had been disassembled but all the parts were there and I put it back together the best I could, old head gaskets and Permatex. There was only one large fan belt so I ran it around the crank, both water pumps and the generator. The I uses some bailing twine to make a fan belt.

I got the car running and Step-Father drove it, (I got to be copilot) to the gas station a mile away. At the gas station I remember there was fear it wouldn't start if it was shut off. The station at-

tendant was busy talking to a Sheriff's Deputy in his patrol car on the other side of the pumps. So, we opened the hood to look like there was a reason we didn't shut it off. What a shock, the carburetor (no air cleaner) was spouting gas like a lawn sprinkler. So, we shut the hood and acted like we were leaving until the Deputy left. Then we got a dollar's worth of gas. A few taps on the carb with a hammer got the float working again, and we headed home.

On the way home my Step-Father mentioned that the oil gauge didn't work. After it was parked at home I never got it to start again. I loved that Ford. I used to sit in it for hours, pretending to drive it. Speed shifting the column shift lever. I still remember the all of the smells of that Ford. Old interior, the gas, oil and grease. Every time I smell Permatex I remember that car.

One day a guy down the road offered me \$50 for my Ford. What a profit, I sold it. He said he wanted it for the engine. Many years later I thought about all of that and remembered draining the oil out of the engine. It came out

in lumps and globes. But I never put any more oil back in the engine. That old flat head ran for over 2 miles with no oil and that was the reason the oil gauge didn't work. I have always wondered about the guy who bought it for the engine. How did that work out?

With Zoom, attending a board meeting is easy

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.



OFF THE HOOK –

Sealing window glass

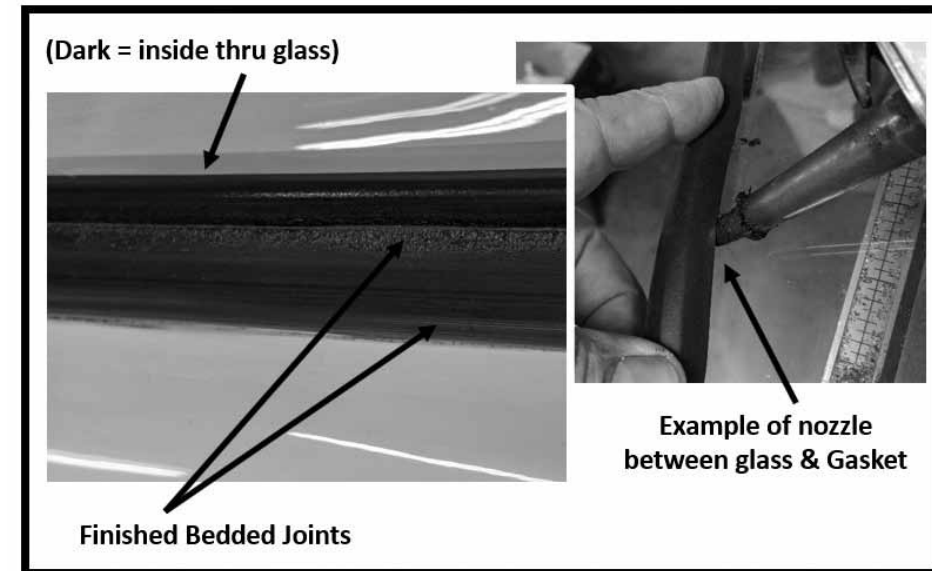
By Phil Lapin

CPPC Tech Committee and President

Let me begin by saying this is literally “sticky subject matter!” When restoring our 1942 Plymouth, I ordered and installed a complete set of flat glass. These, in combination with the curved rear window, were all installed using new Steele Rubber gasket materials. The job went quite well, but I found it a very messy project. After completion, I came up with a motto: “squeeze now / clean later!”

I had watched numerous YouTube videos trying to learn about glass installation. Unfortunately, most of them dealt with much newer vehicles than ‘40s cars, and using different install methods. I also spoke to a number of people about the project, and got several different suggestions about what to use as a sealant. I finally settled upon 3M “Auto Bedding and Glazing Compound 8509”, which is what Steele Rubber and 3M both recommend. I ordered 2 tubes (it took 1 ½ tubes to do 5 major pieces of glass). Both the rubber to outer surface glass and the rubber to body sealing used this same material. This article refers to cars of the ‘30s and ‘40s using a rubber gasket system.

The initial placement of glass was done without any sealant used. This worked well and prevented any possible messes on the interior of the car. Prior to doing the sealing, I used a sol-



vent cleaner wherever the bedding compound was to go. Using Steele Rubber gaskets allowed me to bend back the gaskets sufficiently to clean these areas. That flexibility also helped during bedding application.

After prepping the surfaces, I cut the tip off of the bedding compound cartridge – leaving as small of a hole as possible. I had also purchased a good caulking gun – one with more leverage and pressure capability than the cheapie ones. A plastic device with about a ¾ inch thin flat end to separate the rubber from the glass and metal was also used. That, plus a LOT of paper towels latex gloves and xylene solvent!

By gently prying the rubber to glass

joint apart, then inserting the compound nozzle, I was able to go completely around each window. When the nozzle slipped out, I used the plastic tool again to open the seam up. I squeezed in enough of the compound to where I could see it beginning to ooze out here and there. Without touching it, I then moved to the joint between the rubber and metal body – repeating the exact same process. After each window was done, I gently and evenly pressed down on the rubber to both squeeze out excess compound and to insure a complete seal. After that, I used a plastic scraper to remove as much excess bedding com-

(continued on page 5)



Texture Example
3M 8509 Bedding

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.

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Marlo Edman 503-936-4624 medman@teleport.com Portland, OR
Phil Lapin, 503-816-5644 philzmap@gmail.com, Boring, OR
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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.

Off the Hook, *continued*

pound as possible. That was followed by using a paper towel saturated with xylene – gently wiping down and smoothing the joints. Then – leave it alone! The material does not harden, but firms up in about 45 minutes. Any remaining haze can be wiped clean after a few days.

I imagine that an already installed window with leaks could benefit from this same treatment. If not by prying open the joint areas, then try putting a bead of compound on the joint and forcing it in using a small putty knife.

Hopefully, this article will help to remove the “fears” I encountered about the process. Just be sure to stay relaxed, wear old clothes and keep plenty of paper towels handy. Good luck with your project!

John R. Ashley, Jr. (Russ) Feb. 16, 1937 - May 14, 2020

Russ died from cancer on May 14, 2020, at his home in Troutdale with his wife, Janet, by his side.

Russ spent most of his career in public works with the cities of Sandy, Wood Village, and Fairview. He was Public Works Director for Wood Village. He loved automobiles of all kinds and had 2 antique cars. He also enjoyed tending to his blueberries at home and his huckleberries at his beach house. He loved tools and fixing things and was a good neighbor to know and always willing to help. He married the love of his life, Janet Stenzel, in 1974.

He is survived by wife, Janet; his brother Joel Ashley and wife Lee; and 4 nieces and a nephew. A family gathering will be held at a later date.

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.

Mike Bade scales learning curve, makes fender skirts

By Mike Bade

The idea started a couple years ago, when I recalled a past CPPC member also had a '35 Ply Convertible, which had fender skirts and how cool it made his car look.

After finding a set of fender skirts and buying them; then finding out they were for a 37 Plymouth and then getting out bid on ebay for another set of fender skirts, I decided to just make my own.

I made the pattern out of thin wood material and a plan in my head, how to attach it.

I found the proper fender skirt medallion for a 35 Plymouth from a POC member in Michigan; who reproduces them in resin, wow is that crazy luck.

I transferred the mounting hole locations for the medallion to my wood pattern. I took it to a metal fabrication shop and they scanned the pattern and lazer cut me the fender skirts out of steel.

I bought sheet metal clamps to be able to secure it to the fender. Another fabrication shop welded on the clamps for me.

This spring, I took the fender skirt

medallions, to Finish Line Industries Inc., in Newberg where they used a process called, Cosmichrome, to chome the medallions.

I prepped and painted the fender skirts on a table in my basement, after some issues with primer and mixing lacquer and enamel paints by accident. out.

Last thing was to attach a small bracket to the inside of the fender, to be able to remove the fender skirt to change the tire etc. I will keep an eye on these brackets for a while to make sure they hold everything.

Besides having the satisfaction of doing this myself, it has been a learning process that I can apply, when I need to do the next thing for my cars or other CPPC members.



NEW LOOK FOR THE BADES' 1935 PLYMOUTH CONVERTIBLE:
Fender skirts that Mike mostly made himself, with correct repro medallions.





BODY SHOP & REPAIRS

Lorraine Griffey is CPPC's Member Care contact. Please keep her updated 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

No news is good news when it comes to health and hospitalization reports. Please keep Lorraine informed or email news directly to your editor if you know of a member who needs attention, cards, or phone calls.

NUTS & BOLTS: Board meeting highlights

By Jean Graham

Minutes of the Board of Directors Meeting – Via Zoom

Cascade Pacific Plymouth Club
Tuesday, June 9, 2020

Mike Bade, Board Chair, called the virtual meeting to order at 12:05 p.m. Participating in the meeting were: Mike Bade, Phil Lapin, Dolores Call, Robin Will, Joanne Dixon, Jerry Dixon, Randy Ealy and Jean Graham. Jean recorded the Minutes.

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

Minutes of the May Board Meeting: Approved.

Treasurer's Report: Dolores Call's report shows CPPC's financial condition remains sound.

Upcoming Virtual General Meeting for June: Increasing participation was discussed, which included giving a gift card prize to the car quiz winner, presenting a program, etc.

2020 Hershey Fall Meet cancelled

The AACA Hershey Region Executive Board informs you that the 2020 Hershey Fall Meet has been cancelled.

While making the choice to cancel, the Board considered: the health and welfare of our volunteers, vendors, partners, and visitors; the unknown guidelines that may be in place at the time of our show; and the volunteer-only workforce we rely on.

Refund information will be sent very soon in regards to all payments already received by the Hershey Region AACA.

Member Care: It was reported Russ Ashley passed April 1st.

July Birthdays: Reviewed.

After a brief break, due to exceeding the 40 minutes Zoom allows, the meeting was restarted in a second session.

Included in the second session were discussions of various outings for members, delivery of Newsletters, CPPC 20th Anniversary celebration, trailer Registration, etc.

The meeting adjourned at 1:23 p.m.



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.

JULY BIRTHDAYS

Cheryl Parker	0
Melissa Beveney	1
Don Ryan	2
Robin Will	3
Arnold Landvoigt	9
Jerry Becker	10
Kena Petersen	11
Judie Byrnes	13
Catie Smith	18
Linda Surmon	18
Karen Mack	20
Allen Tiffany	24
George Cook	29
Jeanette Dimick	29

REFRESHMENTS

March

Meeting Cancelled

April

Virtual meeting – no refreshments

May

Virtual meeting – no refreshments

June

Virtual meeting – no refreshments

July

Taking bets now – virtual or live????

August

Picnic at Willamette Park

September

SIGN UP NOW!

October

Joanne & Jerry Dixon

November

Potluck

December: No meeting

Von Allmen family is selling Rich's car



FOR SALE, 1933 Plymouth Coupe: Suspension: Heidt's Suspension, Disc Brakes, Rack & Pinion Steering. Engine: Plymouth 318 CI with modifications. Transmission: 904 Torqueflight with modifications. It is appraised at \$110,500. I am asking \$60,000 for it. Jeff Von Allmen. 503-855-3705.

Here's another 1933 Plymouth for sale

1933 Plymouth PC Convertible with rumble seat. Very straight rust free car bought out of collection in upstate NY, I have owned this car for 19 years. Beautiful dark green paint with black fenders. The flathead 6 was completely rebuilt several years ago, electronic ignition. Edgy aluminum head and cam. Edgy aluminum Dual 2 barrel intake manifold with Ford 94 carbs. Kansas custom exhaust manifolds, split exhaust with dual Smitty mufflers, New stock radiator in 2018, GM S-10 5 speed transmission added. Ford 8" rear end, drum brakes. Dropped front axle with disc brakes. Unisteer rack and pinion steering upgrade. Custom wheels made to accept 1933 Plymouth hub caps and tubless tires, tan wheels with chrome spokes. Original interior New top in 2011. In addition to the original hood I had a custom one piece hood made eliminating the side panels. Uses the original hold downs but they hook to leather belting with chrome hardware. Very easy to switch hoods but the new one shows off the engine and accessories. Car runs and drives and stops good, can cruise at 55 - 60 without a problem or drive around the neighborhood in 3rd gear. \$35,000. Bruce Huntley, bkhuntley@gmail.com.



A Chrysler 2CV? It almost happened

Here's one of the engineering projects that Chrysler Corporation guys were working on before the big corporate mergers that tended to homogenize the corporate identity.

They were imagining a car for developing nations, cheap to purchase and operate, easy to maintain, adaptable to horrible road conditions - and something that could be assembled by an unskilled workforce.

In other words, they wanted something like the Citroën 2CV, only better.

Chrysler's guys also wanted to shift the costs of development and testing onto their suppliers, so they partnered with several corporations to do the heavy lifting in bringing the car (they called it the CCV) to fruition. They even turned to Briggs & Stratton to provide the air-cooled 25-hp V-twin engine.

Hemmings reports, "When completed atop its front-wheel-drive 101-inch-wheelbase chassis, the CCV weighed in at just under 1,200 pounds, returned 50 miles per gallon, topped out at 70 mph, and would have cost around \$6,000. At the time a basic, no-frills Neon weighed about twice the CCV and cost about \$11,000."

The CCV project got sidelined with the Daimler-Chrysler merger and was never revived.

Photos are from Hemmings.org



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.



Wanted - Chrysler 360 cu. in. engine. Call Lee Powell @ 971 255 9007"

New Valley Trailer Class II Hitch P/N 1367V fits most all 1967 to 1974 Plymouth/Dodge "A" bodies. Kit includes chrome tongue, brackets, hardware and instruction sheet. Price is \$35 or Best offer. Call Phil Peters @ 503-244-1608



Hi there, I have a friend whose father has passed away and is selling 1927 Dodge engine parts. There's an engine, several transmissions, and other parts for sale. Call Margie at 1-360-921-6162, Vancouver Wa. Please tell her you are with the Plymouth club.

1975 Dodge three quarter ton Club cab will run needs work \$1250 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
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 Affiliate of Plymouth Owners Club, Inc.
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