



# Cascade Pacific Plymouth Club, Inc.

Affiliate of Plymouth Owners Club, Inc. Founded 2000

DEDICATED TO THE  
PRESERVATION & RESTORATION OF ALL  
PLYMOUTH AUTOMOBILES



Volume Twenty-Two, Issue Four

Clackamas, Oregon

April 2022

## It was the first Swap Meet post-COVID, and CPPC did okay

Portland Swap Meet happened on April 1-2-3 this year – the first Swap Meet in two year due to the COVID pandemic restrictions.

There were lots of vacant spaces in the parking lots and inside the halls, and the crowds were smaller than in years past.

Still, sales at the CPPC booth totaled \$1171 – not the best we have ever done, and not the worst, either. If we rent four spaces for next year, it will reduce the take by \$300. There will be some discussion before we decide how much of a commitment we want to make.

We handed out a lot of flyers for our June 18 cruise-in – interest seemed high.

One family renewed their membership, and one new member signed up – he seemed very interested in help he could get from the Tech Committee.

Several other folks took application forms away, apparently thinking that membership would be a good idea, and we hope we hear from them again.

In the wake of another Swap Meet,



*Would you buy used car parts from these guys? L-R Tom Nachand, John Cooper, Bob Derbyshire and Robin Will tried to keep things moving. Mike Bade isn't in the picture because he is behind the camera. BELOW: Pam Ealy has the current Swap Meet inventory in a spreadsheet now – the first time in years we have known what's in all those boxes.*

we're back to familiar discussions.

We enjoy meeting people and talking about our car club. Loading and unloading the trailer, on the other hand, gets harder every year.

Parking has always been a hassle, and traffic was extra-awful this year. Intermittently, we hear rumors that the city is going to sell the Expo Center. And each year, the people who sign up to work are a year older.

So it is worthwhile to tie up this many people over three days for \$871?

We have until June to make up our collective mind about how to approach CPPC's presence at next year's Swap Meet



**CPPC will be meeting  
AT THE CLUBHOUSE  
on April 26, 2022**



**SHINE UP YOUR CAR –  
WE'LL SEE YOU THERE!**

**CPPC Officers 2021**

President, Jim Wheat, 661-361-9378  
 Vice-President, Jake Higginbotham,  
 503-348-2428  
 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 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](http://plymouthbulletin.com/members.htm)

**Mailing Address:**

P.O. Box 2988, Clackamas, OR 97015

**Website:**

[www.CascadePacificPlymouth.org](http://www.CascadePacificPlymouth.org)

**Email contact:**

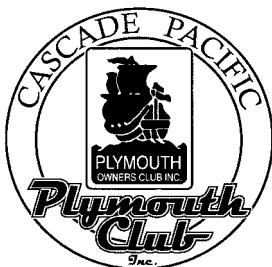
[info@cascadepacificplymouth.org](mailto:info@cascadepacificplymouth.org)

**CASCADE PACIFIC  
 PLYMOUTH CLUB**

**DUES**

**\$25<sup>00</sup>** per year

Concurrent membership in  
 National Plymouth Owners  
 Club is required.

**Minutes of March's membership meeting**

*This is embarrassing. I took the minutes at the April meeting, and when I got ready to write them up, my trusty spiral notebook was nowhere to be found. Maybe it went out with the recycling. In any case, if actual business was done at the April meeting which should be recorded in official minutes, please get in touch and I'll create a document. And in the meantime, let me take this opportunity **in big bold type!!!** to suggest that the club elect a couple of secretaries to do the job rather than relying on absent-minded old guys who lose stuff.*

**Robin**

**Internet sales appear to be the future of club fundraising**

We were pretty sure somebody, somewhere, needed those perfectly good lever-action shock absorbers. They cleaned up really well, and the price was right.

But whoever he was, he didn't come to Portland Swap Meet in April of 2022, so the perfectly good shocks went back in the trailer.

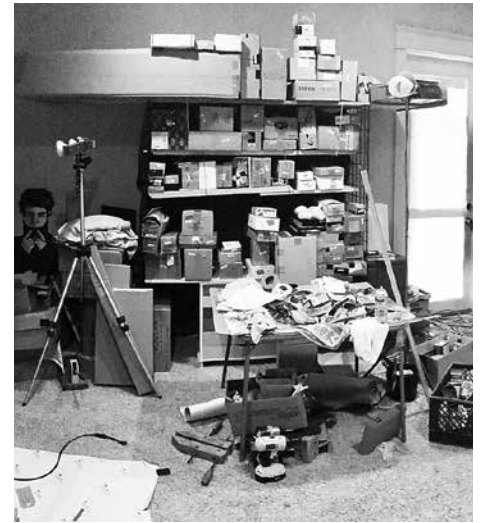
Sometimes we're amazed at what we do sell at the Swap Meet, sometimes we're surprised at what we don't.

If Mike Bade's experience is any good, the guy who wants the shocks is in Sheboygan or Skamokawa, and will click "BUY NOW" the moment they show up in an eBay search.

Mike's net eBay sales topped \$11,100 in mid-April, all from selling parts donated to the club, which means eBay and Craigslist sales have covered most of our club's operating expense for the past two years.

A couple of other members have sold smaller amounts of donated stuff, so we have a pretty good idea that Mike isn't the only guy who can do this.

The job involves collecting the club's donated parts, taking pictures, posting



*Here's the "eBay Corner" at the Bades' house, proving there's more to the job than raking in the bucks. In 2022, CPPC's board is hoping members will help to spread this joy around a little bit.*

them in an eBay account, and arranging shipping that the buyer pays for.

To sweeten the deal, CPPC's board just enacted the policy that the seller should keep half of what he takes in from sales of donated parts.

**Would a daytime/weekend club meeting make sense?**

Some car clubs have made the move to weekend-daytime meetings, to make life easier for members who have difficulty driving at night or who have jobs that keep them from attending.

Would that be a smart move for CPPC?

Please take the time to let a board member, one way or the other.

**Welcome new member****Gary Compton**

This year we signed up one new member at Portland Swap Meet.

Gary Compton, from Junction City, Oregon, joined the club on April 2. He has a 1965 Plymouth Belvedere, and he seemed interested in networking with the club's Technical Committee.

## HACO and Gresham Senior Center plan a car show for August 28th

Ann Klinger stopped by our Swap Meet booth to put out some flyers for a HACO-sponsored event in Gresham that takes place August 28.

It's the 4th Annual Car Show & Fundraiser for the Gresham Senior Center and Montavilla Quilts of Valor.

The event takes place at Gresham Senior Center, 600 NE 8th, Gresham, OR. Registration is \$15 in advance, \$20 the day of the show starting at 8:30AM.

Expect food, a bake sale, 50/50, quilt raffle, games, and a silent auction. Plenty of trophies, and dash plaques for the first 100 cars.

Klingers' number is in the club roster. Give them a call for more info or to get registration forms, or email [greshamseniorcenter@frontier.com](mailto:greshamseniorcenter@frontier.com).

## WPC 2022 Regional Meet in Sequim, WA, July 28 - 30

Puget Sound Region is hosting the WPC (Chrysler) Regional Meet this summer in Sequim, WA.

The host hotel: The Olympic View Inn, 830 W. Washington St., Sequim.

WPC rate: King room, \$139 + tax, Double room, \$149 + tax. Reservations: (360) 683.4195. or (800) 810-4195

Visit [ChryslerClub.org](http://ChryslerClub.org) to download a schedule and reservation form.

## Forest Grove Senior & Community Center's 13th Annual 'Cruis'n the Grove' set for Saturday, July 9

Mark your calendar! Registration will open soon.

You can spend all day!

The event this year will include sponsor and vendor booths, live music and a raffle table and trophies for several categories. Not to mention our beer garden, BBQ lunch and breakfast items.

That's at 2307 Douglas St., Forest Grove.

Find the Center on Facebook or visit their website at [fgs.cc.org](http://fgs.cc.org) for announcements about registration for this event.

## Recruiting members for the brand-new Plymouth Club – from Pam Ealy's scrapbook



*Hey Robin – This is a picture of Bill Call on a car club member recruiting trip to Southern Oregon where he gathered us and Janet and Philip Post from Phoenix, OR to a dinner in Grants Pass. Randy and I lived in Merlin at the time. Both couples joined and are still members. Picture is circa about a year after the club officially formed. He tracked us down through the National club membership.*

## Register your car and order your tee-shirt – now – on CPPC's website

Members, friends – anybody in the world, actually – can register for our June 18 Cruise-In Down By the Riverside by logging on to [CascadePacificPlymouth.org](http://CascadePacificPlymouth.org) and following the screen instructions. PayPal safely handles the payments.

A download link is available on the registration site for members who would rather download a form and mail it in with a personal check.

*BELOW: This is here because the Enterprise group is consistently first to get their advertising out, and it's true again post-COVID! It's only about 5-1/2 hours from Portland, maybe more depending on the age of your car, but hey, these folks hustle!*



**Come Join Us In the Beautiful Wallowa Valley of NE Oregon**

ALL TYPES OF CARS & TRUCKS, & ALL YEARS

Visit Our Website [www.mainstreetshowandshine.com](http://www.mainstreetshowandshine.com)

Email Us at [MAINSTREETSHOWANDSHINE@gmail.com](mailto:MAINSTREETSHOWANDSHINE@gmail.com)

Call Us at 541-426-2100 OR Stop by Main Street Motors in Enterprise

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# OFF THE HOOK -

## A portable hydraulic lift

By Phil Lapin CPPC Tech Committee

I spent four years off and on restoring our 1942 Plymouth. During that time, I literally jacked up the car dozens of times, then carefully placed jack stands under it – which was a complete pain! Near the end of my work, I discovered the “QuickJack” portable car lift – which I wish I had known about at the BEGINNING of my project! It is a portable hydraulic lift operating off of 110v current – and it will lift a vehicle about two feet off the floor. Here’s what it is all about.

I had two limitations on raising my car in the garage – a normal ceiling height, and a budget. QuickJack met my needs on both, lifting to (on the newer model) a full 24 inches, and having a price of \$1,650 for the complete system. They have several models, and I opted for the 5,000 pound capacity model. (visit [www.quickjack.com](http://www.quickjack.com) for all specs). They sometimes have open box or refurbished units at a great discount.

Traditional jack stands make me nervous – especially when pushing and pulling on things while under a car. There is also a limitation on how much clearance one has. I was a bit skeptical on the QuickJack system, until I watched one of their YouTube videos on stress testing the unit. They loaded 20,000 pounds on my model – and it still did not fail! That makes for confidence! I am a stocky guy, and on a creeper I can easily roll around under my car and safely work on it.

The system has two independent lifts, which are well made hydraulic units. One goes under each side of the frame. Included is a single electric hydraulic pump, all required hoses, and a control box. When not in use everything can be stored in a very modest area – nothing is attached to the floor. Each lift unit weighs about 70 pounds, and can be moved around fairly easily.

Pros: The unit is reasonably priced and well made. It is portable. There is no linking beneath the vehicle of the independent units – meaning you can

(continued on page 5)



## Cascade Pacific Plymouth Club Technical Committee 2022

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.

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

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

Carmen Dannunzio, 484-886-6115, c.dannunzio53@gmail.com, West Chester, PA

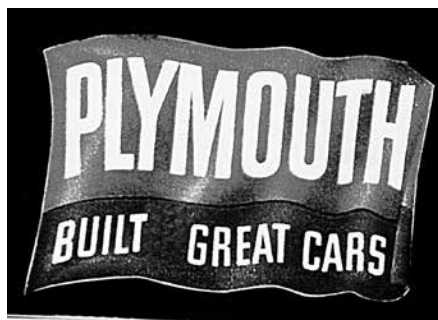
We will do all we can to help you with your car. NOTE: Keep this list handy for future use.

# QuickJack, continued

pass completely under the car from the front or the back. The hydraulic system handles the lifts smoothly and with ease. The hydraulic lines have quick disconnect fittings. There are two locking heights – midway for tasks like changing wheels, and full height and very solidly locked for under car work. It comes with a variety of hard rubber lift blocks to adjust to many frame heights. Unraised, the lifts are around 3 inches from floor to their lift points. Combinations of the rubber blocks must fit under the unraised frame, but provide full lift height when in position. The company headquarters is in Southern California, including all design, administration and shipping.

Cons: The two lift sides must be placed parallel, as the system pivots forward when lifting. The vehicle forward (or rearward) travel when lifting is about a foot. I was not aware of the fact my 1942 Plymouth frame was narrower at the front compared to the rear. Keeping the lifts parallel meant I could not simply position the lift points to fully center on the frame front and back. I solved this by using a 4x4 timber across both lifts at their front ends. This allowed for the small offset of the frame to be picked up by the timber. It was not a big issue. At 70 pounds for each unit, they are a bit heavy for my old body to lift one end (there are rollers on the other end.) It is easier for me to just slide them on the concrete floor. The system comes assembled, but the hydraulic fittings must be installed, and the lines and pump must be filled and bled.

If you find this system of interest, visit their website, or search on YouTube for the many videos on this system.



# Tom Rothschild bought the Sebring as a wedding gift for his wife



Tom brought his car to Mike Bade's marathon photoshoot at the Flying A station in Gladstone in June of 2020

By Thomas J. Rothschild

My Plymouth Satellite Sebring will celebrate its 50th year on May 5, 2022. On May 5, 1972, I drove my 1972 Plymouth Satellite Sebring off the lot of Ed Brown Motors in Fort Walton Beach, Florida. I paid \$3,999.69. I keep the original window sticker in the window. Actually, it was wedding gift for my wife, who was coming to live in the United States for the first time. I wanted a typical American-style car for her. She has driven it very little over the years, because it is too big for her. I actually test-drove a 1972 Road Runner with a 340 CI engine and the Road Runner decal on the side, but it had bucket seats. I chose the Satellite Sebring, because it had a bench seat, and I wanted my new bride next to me. A friend, when hearing my reasoning, said "How romantic. What a big mistake." My wife and I will celebrate our 50th Wedding Anniversary on May 20, 2022, in the church in Bermuda where we were married.

My Plymouth has been to Disney World three times between 1972 and 1974. It has been to Disney Land once in 1983. The Plymouth was licensed in Florida in 1972 and 1973 I have these two plates. I licensed the car in Oregon in 1974 (the older blue-background plates). These plates are on the

car today.

I drove it daily to work until 2011. Currently it has 244,000 miles. The engine was rebuilt in 2004 at 211,000 miles. The transmission was rebuilt in 1993 at 164,000 miles. The interior dash, seats and carpets were refurbished in 2008. I am confident that my Plymouth could travel long distances, because I try very hard to keep its mechanical systems in working order.

My Plymouth Satellite Sebring was featured in the Plymouth Owner's Club Plymouth Bulletin, #353,

MANUFACTURER'S SUGGESTED RETAIL PRICE LABEL		FOR ALL EXEMPT FROM TAX
VEHICLE IDENT. NO.	317-08-15772	
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CHRYSLER		
Plymouth		
DESCRIPTION	MANUFACTURER'S SUGGESTED RETAIL PRICE	
0134	SATELLITE SEBRING 2DR. 2DR. HARDTOP	2,995.00
0135	ARE ST ANDRGD ON THIS MODEL	
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0325	WHEEL SIDE VINYL, DAY/NIGHT	
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0328	WHEEL SIDE VINYL, DAY/NIGHT	
0329	WHEEL SIDE VINYL, DAY/NIGHT	
0330	WHEEL SIDE VINYL, DAY/NIGHT	
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0340	WHEEL SIDE VINYL, DAY/NIGHT	
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0350	WHEEL SIDE VINYL, DAY/NIGHT	
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0360	WHEEL SIDE VINYL, DAY/NIGHT	
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0380	WHEEL SIDE VINYL, DAY/NIGHT	
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0382	WHEEL SIDE VINYL, DAY/NIGHT	
0383	WHEEL SIDE VINYL, DAY/NIGHT	
0384	WHEEL SIDE VINYL, DAY/NIGHT	
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0386	WHEEL SIDE VINYL, DAY/NIGHT	
0387	WHEEL SIDE VINYL, DAY/NIGHT	
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0396	WHEEL SIDE VINYL, DAY/NIGHT	
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0398	WHEEL SIDE VINYL, DAY/NIGHT	
0399	WHEEL SIDE VINYL, DAY/NIGHT	
0400	WHEEL SIDE VINYL, DAY/NIGHT	
0401	WHEEL SIDE VINYL, DAY/NIGHT	
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0418	WHEEL SIDE VINYL, DAY/NIGHT	



## BODY SHOP & REPAIRS

Pam Ealy has taken over the role of coordinator for CPPC's Member Care. Please keep her up to date about members who need cards, letters, e-mails or phone calls.

Contact Pam at 503-864-8111 or via email at prealy@gmail.com. You may also relay messages directly to your newsletter editor: robin@robinwill.com

No news is good news in the member care department. Please keep us informed about members who could use cards, phone calls or visits.

## NUTS & BOLTS: Board meeting highlights

*From minutes taken by Robin Will*

The Board of Directors of Cascade Pacific Plymouth Club met on April 12, 2022, at Elmer's Restaurant in Clackamas, Oregon.

Present were Jake Higginbotham, Jim Wheat, Randy Ealy, Joanne and Jerry Dixon, Dolores Call, and Robin Will. Robin Will took the minutes.

Minutes of the March 8, 2022 board meeting were approved as printed in the newsletter.

Treasurer Dolores Call's financial report was approved as submitted. The club doesn't publish our bank balance, but we're in good financial condition. Any board member can provide information.

Presentations for the April 26 membership meeting will include a video by Phil Lapin detailing the restoration of his 1942 Plymouth Deluxe sedan, and a report by Jim Wheat on an ongoing restoration of an old church in Acton, California.

Randy Ealy reported on club dues in advance of publication of the 2022 Club Roster. CPPC currently has 118 members. Eleven of them are honorary and do not pay dues. Of the remaining 107, ten have not paid as of the board meeting date. The roster must go to press next week in order to be ready for the April membership meeting. Robin will send a final clubwide email blast warning people they will be dropped from the roster and mailing list.

Member-at-Large Joanne Dixon brought a question about the influx of cash CPPC is getting from eBay sales by members, suggesting that members

selling donated materials on the club's behalf should be compensated in some way. Compensation would be good acknowledgement to members who currently sell online for the club's benefit, and it might encourage other members to step up.

Robin Will moved that club Internet sales of donated parts should continue with the expectation that effective immediately, sellers will retain fifty per-cent of net revenue after fees and other expenses; and that the Treasurer should refund 50% of the funds most recently received from Mike Bade. The motion passed.

Joanne also raised the question of donating the large service-station backdrop mural that Bill Call commissioned from Larry Kangas and gave to the club. The backdrop is unweidly, and hasn't been used in a club activity since we hosted the 2010 National Meet in Oregon. Potential future homes might include historical societies or art associations. Matthews Memory Lane motors would accept and display the mural if it was offered to them.

Discussion about giving the mural away are premature until we can unroll it and inspect/assess the condition. When weather improves, several board members will meet at Rusher's house to remove the mural from the trailer and unroll it, and assess its condition. Discussion about donating will resume when we know what we've got.

Swap Meet Report: Robin Will reported gross receipts of \$1171 at Portland Swap Meet on April 1-2-3. That's neither the best nor the worst the club

## MAY BIRTHDAYS

Rosemary Wheeler	4
Eric Lindquist	4
Dennis Mack	4
Kris Nachand	5
Dave Surmon	9
Jeff Jolly	9
Laroy Smith	9
Lynda Amundson	17
Ruth DeSantis	21
Vicki Williams	21
Randy Ealy	27
Yvonne Westphal	28
Jim Wheat	29
Jerry Dixon	30

## REFRESHMENTS

### April

SOMEBODY PLEASE  
SIGN UP!!

### May

Dave & Linda Surmon

### June

John & Katy Cooper

### July

Dave & Mindy Benfield

### August

Club Event

### September

SOMEBODY PLEASE  
SIGN UP!!

has done at the event. Spaces for next year are renting for \$75, and rentals for next year will reduce this year's gross. Tech committee members will discuss options and probably reduce the number of spaces we rent for next year.

Cruise-In Report: Next meeting

(continued on page 7)

## Board minutes, *continued from page 6*

of the cruise-in committee will be Wednesday, May 4, 2022 at 10:00AM at Clackamette Park. Randy Ealy reports we're off to a good start with award sponsorships and larger donations, and Joanne Dixon reported great response for raffles and goodie-bag items. We're planning on supporting the track team that helps us park cars with a cash donation, and we'll evaluate the extent of scholarship donations after all receipts are counted.

In other business, Randy raised the issue of moving membership meetings to a weekend daytime slot, to accommodate members who have difficulty driving at night or who have jobs that keep them from attending. Dolores pointed out that we would need to see if the clubhouse was available. No action was taken; Randy will raise the subject at a membership meeting and see what people think.

The meeting adjourned at 1:05PM.



1937 Plymouth 4-door sedan, exceptional condition. Lots more pictures on [CascadePacificPlymouth.org](http://CascadePacificPlymouth.org). Randy Ealy has details. 503-864-8111. \$21,000



Vintage Magazines! Approx 70 issues of Popular Science, Popular Mechanics, Mechanix Illustrated + others. 1930s thru 1950s. \$75 for all! Pickup in Hillsboro. ALL MONEY GOES TO CPPC!!! Email Dan Davis: [dandavis1981@yahoo.com](mailto:dandavis1981@yahoo.com)

### 1949 Plymouth P-17 Car Parts for Sale (Note: all parts listed are used take-offs.)

- Complete front bench seat (blk leather) \$200.
  - Complete front flip, upp & lower control arms, tie rod ends, shock absorbers, coil springs, front brake assemblies. \$300.
  - Complete rear axle with differential and carrier assembly, rear brake assemblies. \$250
  - Gas tankr with sending unit, holding staps (no rust) \$150.
  - Steering gear and column shift control. \$50.
  - Engine compartment panels, \$25.
- Contact Jake Higginbotham. 503-678-1712

450.C JOHN DERE CAT, 6-way blade, canopy, factory winch, clip-on brush blade. Needs some repair. \$12,950 OBO. Jon Erickson, 503-556-4541.

For sale – (3) 1938 Plymouth steel wheels for sale 17.5" x 5" – great shape - \$200 (pictures on website) Clark Taylor – (360) 921-4636

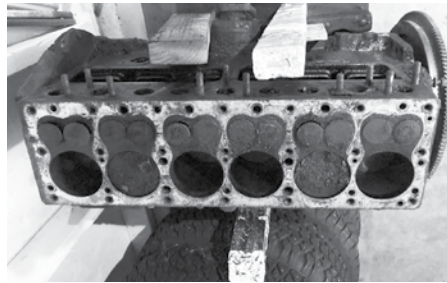
Looking for a 340 engine for my sons Dart. [jbaileymed@hotmail.com](mailto:jbaileymed@hotmail.com)

**FOR SALE: complete windshield crank out mechanism, Part#CB230. \$200.** Bill Zespaugh, 253-304-6285

**1928 Plymouth Q Roadster:** Older restoration – a west coast car since new – currently on its fourth owners. Comes with a spare engine and clutch, all of the side curtains, and some extra flexible disks that functioned in place of u-joints in these cars. Also fittings remanufactured for the hydraulic brakes. The roadster is currently on display at the Columbia Gorge Interpretive Center in Stevenson, WA, which is open 7 days a week from 9:00AM-5:00PM. Call Allen's cell phone at 360-798-4041 or email [sleatiffany@centurylink.com](mailto:sleatiffany@centurylink.com) for more information. \$15,000 OBO.



1941 Plymouth parts for sale, running boards, 41 Plymouth chrome, radio, dash grille, rear window (curved & straight glass), front end metal, '41 hood, coupe doors, driver & passenger side, front & back bumpers, bumper brackets, front splash pans, radiators, interior window moldings. Steve Parker, 503 591 5847, cparker5847@frontier.com..



**Rebuildable 1948 Dodge PW 230 ci engine.**  
Complete. \$200. Bill Zesbaugh 253-304-6285

I am trying to locate a rad cap repair kit . If anyone has one for sale could you please contact me at jbaileymed@hotmail.com

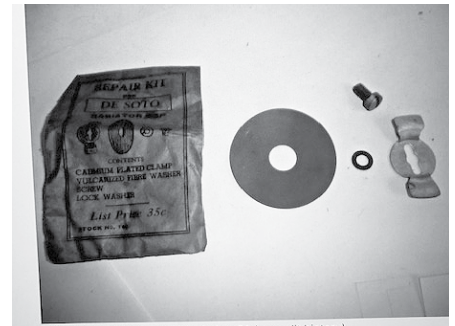


PHOTO COURTESY OF JBAILEYMED@HOTMAIL.COM



For Sale 1963 Plymouth clone. 440 block with Max Wedge carbs, intake,exhaust, and heads. Ran 12.60 spinning the old cheater slicks at Woodburn. \$40,000. Call Earl Ming 503-250-3314. Email earlming49@gmail.com. Car is near Woodburn Oregon

**For sale - (3) 1938 Plymouth steel wheels** for sale 17.5" x 5" - great shape - \$200 (pictures on website) Clark Taylor - (360) 921-4636

**Wanted - 1938 Plymouth Passenger side Headlight bucket.** (will take drivers also if you have). Clark Taylor - (360) 921-4636



**For sale, 1939 Ply 2dr Sedan.** All stock. Work done on metal restoration. Fresh paint. All body work done. Orig power train plus extra engine & trans. More details on CascadePacificPlymouth.org. \$9,000 OBO. Jake, 503-678-1712.

**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.**

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P.O. Box 2988

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