

In order to keep noise outside and quiet inside, there is a solution that has been around for

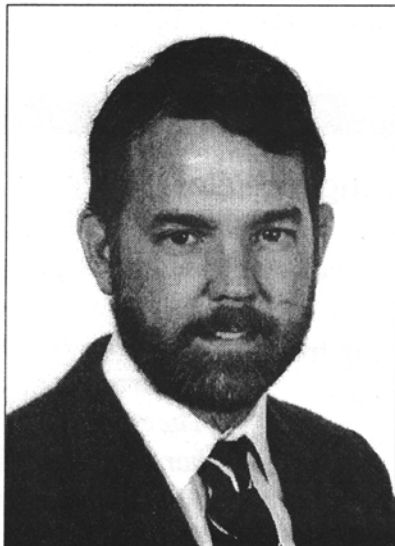
over 20 years, located in Stockton, California, by an enterprising team of Tim & Jackie Cox who own a small but successful company named *Quietride Solutions*. Recently, Tim has turned this hobby into a full time business of manufacturing over 500 firewall

insulators for antique, classic, custom and street rod cars and trucks built between 1928 and 1986.

Today an ABS plastic material with a medium embossed leather grain surface is used in firewall production, moulded exactly like the original, with correct felt thickness and holes punched in the positions required for anchoring. The firewall insulator fits very easily once the wires, choke and throttle cables are removed. Since the insulator is formed, it is easy to hold in place and push the pins through the firewall.

The firewall pad keeps the cabin inside quiet and clean looking under the dash, while holding the heat from the engine down to a minimum. Firewall insulators are available for Plymouth cars and trucks and if Quietride Solutions does

not have your model or year, you can send them a sample to copy. Most firewall insulators are black, however a few Plymouths also used brown, perhaps to match the pedals and rubber mat.



Tim Cox of Quietride Solutions

Quietride Solutions provides 100% satisfaction to its customers. Over the years most of its sales have been through a network of antique auto restoration and street rod dealers,

representing all makes and models of vehicles throughout the U.S., Canada and western Europe.

Quietride Solutions also provides other insulating applications for vehicles, whether being on the floor, headliner or door panels. Their ultimate goal is to keep the inside of your cabin quiet. For much more information, their website explains the materials and technology they use and how to purchase kits for the "do-it-yourselfer". <http://quietride.com>

For those who do not have a computer, direct contact can be made at:

Tim Cox
6465 Pacific Ave, Ste 249
Stockton, CA 95207

(209) 477-4840
Fax (209) 447-0918

Duanne Luckow

Radial Tires

One of the enhancements many of us have made to our cars is a change to steel belted radial tires. We believe that handling is improved, by avoiding the "hunt for the ruts/cracks" common with bias ply tires. There are other advantages as well, including no flat-spots after the car is idle for long periods.

In selecting tires, it's important to maintain about the same tire diameter as those being replaced to maintain speedometer accuracy. Variations of 5% in diameter should not cause any noticeable impact on speedometer reading.

For P-15 cars, the factory changed sizes and profiles during its production period, but the diameters stayed nearly the same and the 17-tooth speedometer pinion gear was not changed.

These tire comparisons may be helpful:

P-15, 3.9 Rear End Ratio

Original Tire size 16 X 6.00 or
15 X 6.70 - 27" Diameter

BF Goodrich Radial

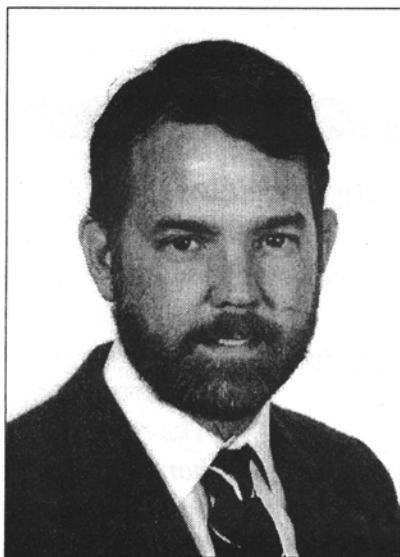
P215/70R15 - 26.9"

Coker Radial 205/75R15 -27.11"

This information was available in the "Enhancements" section of the P-15D-24.com web site, a very useful resource for information about Plymouths!

Larry Catt

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Tom Basl - Music Man

We are proud to be able to count a broad range of capabilities, interests, experiences, and accomplishments from our personal and professional lives in our membership.

One of the more unique hobbies belongs to member Tom Basl of Stayton, OR. Aside from his interest in his son Tim's 1939 Plymouth Business

Coupe, Tom is widely recognized as having one of the most significant collections of country music around! He estimates that he has over 30,000 78 rpm records, at least 2,000 newer 33 1/3 rpm

ords, many tapes and compact disks, books, juke boxes, and memorabilia. He has built a special room on his house, and his collection fills floor-to-ceiling and wall-to-wall shelves.

He has become an expert and authority on the music (once called "hillbilly" since it originated in the Appalachian Mountains) that was popularized in the 1920s and '30s. He considers his collection a "national trea-

sure", and it is. It includes hill-billy, bluegrass, and country and reflects the ingenuity of people who made do with what they had before entertainment was a "click of a switch" away.

Although he started collecting as a boy, he really picked up the pace in the 1950s when prices were low. Times have now changed (as they



Tom & Virginia Basl with son Tim & the '39 Tim is restoring

also have in car prices) and some rare records can cost over \$1000. Tom grew up near his current home "when people provided their own entertainment", when neighbors gathered at a home, rolled back the carpet and had a party. The music they played is now called country-western.

If any of you are looking for a tune that's long lost from your memory, Tom can most likely help you retrieve it! He can be reached at (503) 769-5594.



Our member, Dale Oliver of Eugene, OR stopped in Portland on his way to the *Good Guy Show and Shine* in Puyallup, WA. 2800 cars showed up, but unfortunately Dale reported not all were Plymouths. Dale and his '47 look great.

Activities Committee

Jeff Jolly, Chairman, and his committee at a special meeting (*below*). They are laying plans for club activities for the next five months. Our committees have really helped get the club going.



Jeff Jolly and the gang

\$100 Reward . . .

...for this 1939 convertible. This car is somewhere in the Northwest. This recent picture was taken by a friend's friend, but she can't remember where. She believes it is somewhere in Happy Valley, OR. Obviously



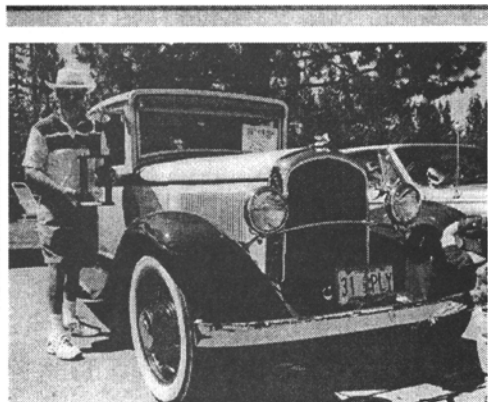
WANTED! this missing '39 convertible

some of our club's ardent admirers of 1939s would love to find out where it is to negotiate a sale and a member is offering a \$100 reward for finding it and \$200 if we can negotiate a sale, which can be paid by member who makes the purchase.

POWELL continued from page 1

Interior trim is vinyl, and some models had hammertone-painted Masonite door panels. The stock 1941 Plymouth instrument cluster was mounted in a Powell designed silver-gray hammer-tone finish dash.

The Powell was advertised as the only new car in America for less



Paul & Joann Henrichsen's '31 PA Coupe. Paul is holding the 1st Place trophy the car won at the Show & Shine in Gilchrest last year. Paul & Joann live in Bend, Oregon

than \$1,000. In 1955, a *Sport Wagon* listed for \$998.87. Prices rose in 1956 to \$1,095 for a Standard model, and \$1,198 for a Deluxe version. A Station Wagon was introduced in 1956 at \$1,675. Service was available through any Chrysler agency . . . the cars came with a standard 90-day/4000 mile guarantee. Few cars were sold east of the Rockies, due to the West Coast assembly location.

It is believed that about 1,000 pickups and about 300 Station Wagons were produced, although Powell never released official production figures. Based

RECORDING SECRETARY - PART 2



Larry & Viki Davidson with their '48 which is undergoing restoration. Viki is co-recording secretary with Vicki Williamson

on some Internet "Bulletin Board" discussions I've seen, these special "New/Used" vehicles are rare and are desirable collector items. The last sale figure I saw was for an amateur restoration priced at \$3,000.

For the avid Mopar fan, this could be an item to start looking for!

Larry Catt

September Meeting

Larry Catt served as facilitator for another great turnout of members and cars. Larry reported on our legal status (details in "Legal Stuff" on page 5).

The annual dues of \$20.00 per year will be collected at the next club meeting and are due no later than 01/02/02.

Finance Committee - Mel Nilson
There has been a \$1,500 donation and one 2002 dues payment. The 9/1/01 balance is \$1,515.01

Membership Comm. - John Sweeney
John saw to it that the winner in Spirit Mt.

Casino's '49 Plymouth raffle got information to join the club. We are at 111 members and growing.

Technical Advisory - Robert Dimick
Requested members provide information about good businesses they have used, i.e. business name, address, phone number and comments, for a guide book they hope to produce for club members, and as a possible fund raiser.

Activities Committee - Jeff Jolly
Planning on at least 3 significant activities for next year. Jerry Klinger will check into getting a couple of member's Plymouths in

the NW Car Collector's Swap Meet for display.

2003 East-West Tour - Bill Call
Bill's flight to New York was canceled due to the World Trade Center terrorist attacks. They did still have the Fall Meet but only about 80 cars attended.

The evening's speaker was Bill Linneman, a member of the Tech Committee and the General Manager of *Century Wheel and Rim*. Bill explained the difference between a wheel and a rim and educated the club on how to measure wheels correctly.

Rob Butler... "The Toon Man"

We have been privileged to include Rob Butler's art in our newsletter for several issues, and think you will be interested in knowing more about this talented man.

He started drawing trucks while in the 5th grade in 1975, and concentrated on the "big rigs" of all configurations. His style evolved to stretching, shortening, or "squishing" to create a more comical, cartoony look, but still retaining the basic identity of the truck-brand.

As Rob got older, he was influenced by his Dad's cars, which were primarily Chevrolet collectibles. In 1982 he acquired his first Chevy, a 1956 Camero, which still has. Having his own truck caused a real acceleration in his cartooning, and membership in the Classic GM Trucks Club. By 1986

his work began appearing in their newsletter, and he was asked to design logos for their club jackets. Many members had him draw their trucks to be made into transfers for application on their t-shirts. His first "real job" according to Rob, was to review 300 in-process



Rob Butler, coming up with another great cartoon idea

photos of a car being readied for the 1994 Portland Roadster Show, and create 5 drawings to be used in the owners display. The car won "Best of Show".

In 1996, his wife Angie and daughter Cassie encouraged Rob to pursue his art more seriously. Based on his size 13 feet, Rob has always been known as "Big Foot". However, he elected to adapt the Native American name and *Sasquatch Artworks* was born.

Word-of-mouth has made his work very popular in the Portland area, and he now draws a comic strip called "Squatch" which is based on the Bigfoot legend. It has run in five publications in the United States.

The bulk of his work is in drawing cars and trucks for people throughout the U.S. He is doing t-shirt transfers, limited edition prints, paintings, and greeting cards. You can see his web site at: www.chevytrucks.org/squatch-art. Thanks Rob!

Legal Stuff by Larry Catt

As we noted previously, the CPPC is now incorporated, and we have completed and adopted a set of bylaws! Our incorporation, as a non-profit organization, was filed and recorded in Oregon July 30, 2001. Bill Call is named as the Incorporator.

On September 6th, 2001 Bill called a meeting with Mitch Wall (the Attorney that filed our incorporation), committee chairmen and other members in attendance. A major event was naming the initial Board of Directors under the corporation. As Incorporator, Bill Call was required to name them. He elected Larry Catt, Robert Dimick, Jeff Jolly, Dennis

Mowery, and Tom Shepherd to serve until election of the Board for 2002.

The Board then elected officers to serve until they are replaced by the election of 2002 officers. The initial officers are:

President	Bill Call
Vice President	Larry Catt
Secretary	Jeff Jolly
Treasurer	Mel Nilsen

A nominating committee comprised of Frank Anthony, Bill Call, Les Conner, John Sweeney, and Alan Tiffany was named to develop a slate of candidates for the 2002 positions.

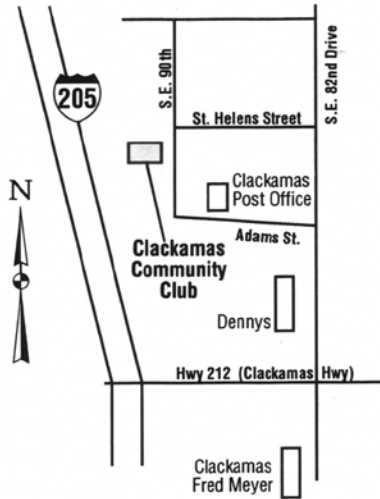
An exhaustive review of the model bylaws was conducted, and a final

version prepared. Mr. Wall will submit minutes of the meeting, along with the final bylaws, to the State to evidence the proper formation of our new Corporation.

We owe our thanks to all participants, and especially to Jeff for his effective coordination of the many bylaw iterations.

Incorporation should reduce personal liabilities in case of future accidents, and the bylaws will define our operation and avoid the appearance of being arbitrary if questions arise. We hope to be able to provide a copy to each member in the near future.

Meeting Location



We meet at the Clackamas Community Club, the 4th Tuesday of each month. Please join us, we are looking forward to meeting you and your Plymouth!

Jim Benjaminson, of the National Club, is providing photos of our cover story "Powell". Look for them in the next issue.



God Bless America

Upcoming Events

October 23 - Regular monthly membership meeting (the 4th Tuesday), 6:30 kick tires, 7:00 meeting - Agenda: "Your Restoration Project", Duanne Luckow. Also Travis Mowery on his trip to the National Scouting Jamboree

The Corner Store

Plymouth Parts/Cars For Sale

1958 Plymouth 4-door Belvedere 318 push button transmission. Drivable, but needs R.H. fender and grill assembled and paint. I have all parts needed. \$4,500 OBO
Harris Berg (503)

1950 Dodge engine with 3 speed transmission, distributor, starter and water pump. Has been inside since I received it. \$300 OBO
Harris Berg (503)

Black & Decker Type E Super Service Valve Refacer on rolling cabinet and **Hard Seat Grinder** with many stones & reamers. Excellent condition. \$500.
Dave Williams (503)



FOUNDED 1957

Cascade Pacific *Plymouth*® Club Inc.

Affiliate of Plymouth® Owners Club, Inc.

P.O. Box 2988
Clackamas, OR 97015