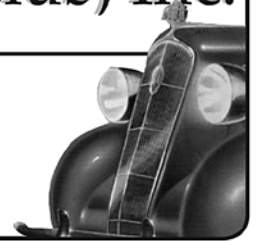




Cascade Pacific Plymouth Club, Inc.

Affiliate of Plymouth Owners Club, Inc. Founded 2000

DEDICATED TO THE PRESERVATION & RESTORATION OF ALL PLYMOUTH AUTOMOBILES



Volume Seventeen, Issue Ten

Clackamas, Oregon

October 2017

Sun shines at Beaches for next-to-last outdoor CPPC activity

Six cars and ten CPPC members attended the season-end Beaches Cruise-In on September 27 at Portland International Raceway.

The last cruise-in of the season is always well-attended. By the time PIR opened the gates at 3:00PM, cars were backed up from the ticket booths all the way to the golf course – and back on the other side of the road, the better part of two miles.

Most of us thought we had never seen so many cars, let alone such a crowd of people, at a Beaches event, but on Thursday morning their Facebook page said there had been “only” 1751 cars – the second-most ever.

As featured club for the evening, we got to park in the middle, and as usual, we invited as many non-club Plymouths as possible to join us. We meet some interesting people that way, and occasional attract some new club members.

Aside from “Phil’s Phall Poliage Phollies,” by invitation from the Studebaker Club on October 21, this was the last outdoor event on the CPPC calendar for the year.



We invited Dorsey Lewis’ DeSoto into the front row; otherwise we see Brad Groff’s ‘58 convertible, a little of Bob Westphal’s ‘48 coupe, Dixon’s Barracuda – and a group of CPPC members, chatting with visitors as they came by to check out the cars.

Clothing drive re-starts as nights grow cool

By Jeanette Dimick

The leaves are falling and so is the temperature. Let’s share our gently-used clothing ... jackets, sweaters, shirts and jeans, I’ll take them to the Downtown Chapel, SW 6th & Burnside, a day shelter for homeless. They provide clean clothing, as available, as many folks are sleeping on the streets. They have a washer/dryer that is going all day!

Shoes and tee shirts, also new socks and underwear. I buy wool socks for them for winter, only way to keep out the cold, so cash donations are welcome.

As always, thank you for supporting this project.

November 28 meeting will be Thanksgiving potluck

Members should keep in mind that our November 28 meeting is CPPC’s Thanksgiving Potluck & Annual Meeting.

The club will provide the ham and members may bring either a hot dish, salad, or dessert.

We usually eat at 6:30, have a short meeting, and then play Bingo.

Donna Bade says she will call Bingo again, unless someone else wants to. There will be prizes once again for men and women.

Dimicks donate proceeds from trailer sale

CPPC received a check from Bob & Jeanette Dimick for \$900.00 with a note which said: “Enclosed please find our donation to CPPC from the sale of our “old” MeToo Utility trailer.

Thanks go to Jerry Dixon for advertising and handling the sale. It was sold to a contractor. He seemed to be quite pleased.”

NEXT CPPC MEETING IS TUESDAY, OCTOBER 24TH



SHINE UP YOUR CAR AND JOIN US!

CPPC Officers 2016

President, Randy Ealy	503-864-8111
Vice-President, Bill Call	503-784-7589
Vice-President, Gary Rusher	503-939-9320
Secretary, Jim Wheat	661-361-9378
Treasurer, Dolores Call	503-723-5118
Board Chair, Bob Westphal	360-334-6037
At-large, Joanne Dixon	360-607-7268
Standing Committees	
Membership, Mike Bade	503-702-2480
Bill Call	503-784-7589
Newsletter, Website	
Robin Will	503-285-3437
robin@robinwill.com	
Mayflower Events	
Lorraine Griffey	503-666-2222
Mindy Benfield	ben1323@aol.com
Refreshments Coordinators	
Dennis & Jeannie Mowery	503-663-1204
Technical Advisors	
Phil Lapin	503-816-5644
Member Care	
Joanne Dixon	360-608-6171
Club Activities	
Jerry Dixon	360-607-7628
Meeting Greeter	
Pam Wheat	661-361-9378
Speaker Arrangements	
Mike Bade	503-702-2480
Bill Call	503-784-7589
Portland Swap Meet	
Gary Rusher	503-939-9320
Hot Dog-ust Car Show	
Randy & Pam Ealy	503-864-8111

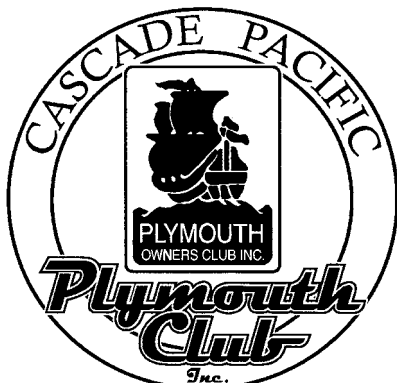
Membership & Dues:

Cascade Pacific Plymouth Club, Inc. dues are \$25.00 per calendar year. Membership runs February 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



Meeting highlights from September

*From minutes taken
by Jim Wheat*

Members of Cascade Pacific Plymouth Club, Inc. met on September 26, 2017 at 7:00 p.m. at the Clackamas Community Club at 15711 SE 90th Avenue, Clackamas, Oregon. Randy Ealy, president, presided. Thirty-three members and friends attended the meeting. Jim Wheat recorded the minutes.

Club Member Jerry Dixon led the group in the flag presentation.

Randy welcomed members and guests, Tom Patrick and Kristy Wenzinger from Haggerty Insurance and Randy's mom, Arlene Ealy.

Randy reminded everyone about the CPPC Store for jackets, hats, and vendor lists. Mike Bad displayed the new Club jacket. Contact Mike for details and price.

Upon motion, made and seconded, it was unanimously resolved that the minutes of the Membership Meeting on August 22, 2017, were approved as printed in the newsletter.

Treasurer's report: Dolores Call reported that the Club's treasurer is in good standing, contact any Board member for details.

Mayflower activities: The Willamette Heritage tour is set for October 16. The one hour guided tour begins at 10:30, the address is 1313 Mill Street, SE Salem.

Activities: Jerry Dixon reported on the Columbia Gorge Interpretive Center show and swap meet. The Club had a total of 6 cars and 10 members attending. On October 21 the Club will co host the Fall Foliage Tour with the Studebaker Club. Details to be announced later. A complete list of activities is in the newsletter.

The speaker for tonight's meeting was Thomas Patrick from Allstate Insurance, the agent for Haggerty Classic Car Insurance. Tom explained the various types of speciality policies and cost available from Haggerty. Complete details of the services Haggerty provides were provided to members at the meeting.

Old Business: Randy thanked Bob and Jeanette Dimmick for their dona-

tion of \$900 to the Club from the sale of their enclosed trailer. Jerry Dixon did an outstanding job of handling the sale and advertising the trailer for the Dimmicks. Randy also reported that the shelving for the Club trailer is virtually complete, we just need some shelves for storage of Club membership material and other paperwork. Also needed are about 10 to 12 milk crates to hold miscellaneous items. Let Randy know if you have any crates available for use in the trailer.

New Business: Bob Westphal announced that the Nomination Committee has filled all positions for next year's Club officers. Still needed, replacements for Activities Director and Swap meet Director. Please contact Bob if you would be willing offer assistance, your help is greatly appreciated.

Randy played his "Heads or Tails" game with his previous winnings, the lucky winner was Kristy Wenzinger from Haggerty Insurance.

Member's birthdays for October were announced, a complete list is included in the newsletter. Randy thanked the Westphals for tonight's refreshments.

Car Quiz: Bob Westphal led the Car Quiz with the following questions: 1. Name the famous David Allan Cole song sung by Johnny Paycheck. Answer: "Take this Job and Shove It." The winner was Lloyd Schulz. 2. Name three automakers that produced V-16 engines. Answer: Marmon, Cadillac and Bugatti. The winner was Robin Will. 3. What year was James

(continued on page 2)

**CASCADE PACIFIC
PLYMOUTH CLUB**

DUES
\$25⁰⁰ per year

**Concurrent membership in
National Plymouth Owners
Club is required.**

The Steering Column, A Message from the President

Greetings to all

Fall is here and our last chance to rev up our cars and enjoy the back roads. We have a fall foliage cruise with the Studebaker Club scheduled this month with a



potluck picnic afterwards. Just bring your favorite salad or dessert. Maybe I

can get some of Joanne Dixon's potato salad!

With Fall also comes the time to pay our dues. The Board agreed to keep the dues at \$25 and that is a bargain. For \$25 you get an outstanding, award-winning newsletter, tech committee help when needed, two meals during

the year and great friends to share your car experiences with. We are a growing club with over 105 families and we hope to keep growing.

See ya at the next meeting. Let The Good Times Roll

Randy

Meeting Minutes, continued from page 2

Dean killed in a car wreck. Answer: September 30, 1955. His Porsche was hit by a Ford Tudor sedan, winner was Tom Nachand.

Tech Committee: Phil Lapin reported the totals today for eBay sales is \$670. Lee Powell's car has been sold and the oil leak was repaired. Phil is trying to get a seminar together on transmission rebuilding, details to follow.

Member Care: Joanne Dixon reported that Gary Rusher is doing well after his ankle surgery and Mel Nilsen continues to make improvements from his stroke. He appreciates phone calls and visits from his friends. A Celebration Life will be held for Vickie Shepherd on Saturday, September 30 at 2PM. Robin is sending an email with details.

Website/Newsletter: Robin thanked all those that contributed to the newsletter. The website had about 1477 hits from literally all over the world. Gary's headlight article and Phil Lapin's article on adjusting the steering box were very popular.

Randy will be continuing to meet with the College to discuss plans for next year's show.

The 50/50 drawing was won by Dave Surmon. Door prizes were won by Pam Ealy, Pam Wheat, Robin Will, Lorraine Griffey, Dave Benfield, Yvonne Westphal and Stephanie Willis. We had a lot of door prizes.

The meeting was adjourned at 8:20 p.m.

Here's what's left of 2017 activities, plus a thing or two to think about as CPPC heads into 2018!

Here's the list of activities CPPC's Board of Directors has planned for 2017. To refresh your memory, look at our Website PICTURES page, and review the fun we had in 2016.

October

- October 1, (Sunday) – Oregon Harvest Swap Meet, Clackamas Co. Fairgrounds, Canby, OR
- October 7, (Saturday) – Concours de Maryhill, Goldendale, WA www.goldendalemotorsports.org
- October 7-8, (Saturday-Sunday) – Monroe Auto Swap Meet, Evergreen State Fairgrounds, Monroe, WA www.aarcbellingham.com
- October 21, (Saturday) – Phil's Phall Pholiage Phollies, Washington County, OR - (Joint/Host: Studebaker Club, Phil Gaffney 503-359-1186) <http://www.sdc-nw.com/Calendar.htm>

November

- November 4-5, (Saturday-Sunday) – Bremerton Old Car Swap Meet, Kitsap Co. Fairgrounds, Bremerton, WA www.ovac.us
- November 18, (Saturday) – Albany Indoor Swap Meet, Linn Co. Expo Center, Albany, OR www.enduringa.com/swap-meet
- **November 28, (Tuesday) – CPPC Thanksgiving Potluck & Annual Meeting** (Host: Mike and Donna Bade)

December

- December 5, (Tuesday) – 2018 Activities Planning Meeting - Elmers, Clackamas, OR - (Host: Jerry Dixon)

Start thinking about 2018!

Ideas are already coming in for next year's activities. If you know of something we've been missing out on, make sure we hear from you at the December 5th planning meeting. The dates are shaky – most groups haven't started on their 2018 calendars yet – but here's what folks have suggested so far:

- **July 24-28, (Monday-Friday) – Plymouths 90th Anniversary Grand National Meet**, Northville, MI - (Host: POC) www.plymouthbulletin.com/events.htm
- **July 2018** – Volunteer Fire Fighters Show, Brooks, OR - (Host: Gary Rusher)
- **August 2018** – Gladstone Community Festival Car Show – downtown Gladstone fills up with cars.
- **August 2018** – Lake Oswego Car & Boat Show, Lake Oswego, OR - (Host: Jim Wheat) Usually held just before Labor Day, this events combines cars and classic boats (with a shuttle between the two sites).
- **August 2018** – Summer Finally Got Here Concert & Classic Car Show, Colton, OR - <http://summerfinallygothere.com/>
- **September 2018** – Jordan Chicken Dinner - Car Show & Fly In, Scio, OR - (Host: ?)



OFF THE HOOK - technical talk from CPPC

By Phil Lapin, CPPC Technical Coordinator

There is a lot of history behind what we know as "overdrive" transmissions, and it is an interesting story to take a look at! Here is an overview of overdrives - leaving out the "techie stuff".

Most vehicles built up until the mid to late 1930s had three speed transmissions coupling low horsepower engines to rather low gear ratio rear ends. This was a satisfactory setup for most driving conditions of that era. Around town driving was the norm - and what long distance roads existed were crude by today's standards. Grades were steep on hills, and road surfaces rough. Average speeds were shockingly low by our current standards.

As driving conditions improved, the need began to develop for both increased speed as well as better fuel economy. Trying to drive most non-overdrive 1940s cars at much over 50-55 miles an hour resulted in literally flooring out the engine to maximum speed - causing poor fuel economy and often damaging the engines over time (common were "thrown rods" in the engines).

Development of what would become "overdrive" units began in the 1920s - and by the mid 1930's a fully functional overdrive was produced by Borg - Warner (B-W). This company was, and still is, a leading producer of automotive power train products. These overdrive units essentially were self contained, and bolted onto standard transmissions. Many variations were made, and there was an amazing use of them by not only Chrysler Corporation in cars and trucks, but also on names such as Packard, Hudson, Nash/Rambler, Ford/Mercury, Studebaker, Willys and Chevrolet.

Chrysler Corporation first offered overdrives on 1934 Chrysler and DeSoto vehicles. A very interesting and unanswered point is that Chrysler did not utilize or promote overdrive units nearly as much as they could have. It was not until 1952 that overdrives were offered on Plymouth vehicles!

So, recognizing that the mid 1930s were the starting point of B-W overdrives, the question becomes when and why did they fade out of use? The use of these types of overdrives continued until about the mid 1960s in some vehicles - and even up until 1972 in Ford trucks. Chrysler Corporation ended use of them around 1959. The development of 4 speed manual transmissions with an integral overdrive in the gearing was one factor that reduced the need for B-W overdrives. Automatic transmissions also evolved into common use - also with integral overdrive gearing. Despite these alternatives, the B-W overdrive was a rugged and dependable unit.

An overdrive is a mechanical device that can convert a certain engine rotation speed into a higher speed of rotation. The end result is a car that can travel faster at any given engine speed (but with less power available.) In the case of the B-W overdrives, engaging them resulted in a 30 percent reduction in engine speed at any given road speed. As an example, if the engine operated at 3,000 rpm without overdrive - say at 55 mph, then it would turn at 2,100 rpm when in overdrive. That is much easier on the engine, and

technical talk from CPPC

In Plymouth for '53... famous B-W Overdrive!

Working together, Borg-Warner and the Chrysler Corporation make available in Plymouth cars the gas economy and many other advantages of this advance type transmission.

Bringing over present ideas in building has been the result of Borg-Warner and Plymouth. During their many years of working hand in hand, new in the motor industry results in the advanced gas economy being made possible through the B-W Overdrive.

This remarkable transmission automatically reduces engine revolutions per minute operating 20 miles an hour and above in Plymouth. It does mean that when the car travels at 55, for example, the engine does not do 3,000 rpm as it would in overdrive.

There's longer, trouble-free life for the engine. Riding becomes quiet, more comfortable.

B-W Overdrive is not one of Borg-Warner's many contributions to the auto industry since the beginning. For over 40 years it has been a part of the B-W name such as transmissions, axles, shafts, universal joints, propeller shafts, ball joints, and many other parts.

Each of these shows how knowledge, experience, skill and production facilities enable Borg-Warner to design the most reliable of machines.

Let us suggest that you get the most out of your car by having the B-W Overdrive installed in your car.

ALMOST EVERY AMERICAN BENEFITS EVERY DAY FROM THE JOBS PRODUCED BY BORG-WARNER

also would allow the car to travel at increased speeds of 65 or higher mph.

Looking specifically at Plymouth, Dodge and DeSoto cars, the B-W overdrive is a self contained unit bolted onto the rear of an "almost" standard 3 speed transmission. The transmission gears and components are all the same - the only difference being a rod passing internally from the transmission into the overdrive. (the rod serves to "lock

(continued on page 7)

Cascade Pacific Plymouth Club Technical Committee 2017

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

Call Phil Lapin at 503 816-5644 if you need assistance.

Charles Willis	503-668-0129	upandstuff@frontier.com, Sandy, OR
Randy Ealy	503-864-8111	prealy48@gmail.com, Dayton, OR
Bob Dimick	360-885-1113	bjdimick@q.com, Brush Prairie, WA
Jerry Dixon	360-607-7628	jojoes@outlook.com, Vancouver, WA
Marlo Edman	503-936-4624	medman@teleport.com Portland, OR
Tim McCarthy	503-913-1205	timmccart@aol.com Tigard, 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
Phil Lapin	503-816-5644	philzmap@gmail.com, Boring, OR
Tim Winchell	(h) 503-792-4813 (c) 503-989-5765,	Portland, OR

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

Out & About – Plymouths at Beaches

MAYFLOWERS

The Mayflowers' entire purpose is to get out and visit interesting people and places in the Pacific Northwest. Everyone is free to join in.

Visit to Oregon Rail Heritage Center planned for November 17

By Mindy Benfield

The November outing for the Mayflowers is an afternoon visit to the Oregon Rail Heritage Center. The date is Friday, November 17th and the guided tour will start at 1pm. The Museum does not open until 1PM so this time we will have lunch, somewhere in the area, before the tour. The Center does not charge admission but donations are greatly appreciated.

More information and a sign up sheet will be available at the CPPC General meeting on October 24th. If you would like to look up more details about the Oregon Rail Heritage Center the website is ORHF.org. The address is 2250 SE Water Street, Portland OR 97214. Parking is **under** the MLK/Grand Ave Viaduct off of SE Caruthers in Southeast Portland. If you would like to sign up and won't be at the next meeting, or if you have questions, email or call Mindy Benfield. Her contact information is in the roster.



ABOVE, left, several people took membership applications from our display, and we hope to see them again. We invited the folks in the '56 wagon (above right) to join us, and likewise the red '59 convertible (below left). Below right, Benfields came in a little late, and got a spot in the front row.



19 members tour historic Salem woolen mill

By Virginia Dunn

On a beautiful, fall day 17 Mayflowers and friends traveled to Salem for a tour of the Willamette Heritage Center's Thomas Kay Woolen Mill. We learned much of the mill's original machinery is intact and operational. During its 62 year history, with one fire and only one worker strike, the woolen mill closed in 1962 mainly due to competi-

tion from manmade fabrics. Two years later it was acquired to become a museum with five historic building also moved to the five acre site.

Nineteen members enjoyed a "cool" lunch at Gilgamesh Brewing. Some returned to the museum's grounds to tour the historic buildings and visit the shops.

October 16 turned out to be an excellent day for a field trip, and CPPC's Mayflowers trekked to the Willamette Heritage Center in Salem to learn about processing wool in the era of water power. The Heritage Center takes its role seriously, teaching history, offering tours and living history performances. Jim Wheat isn't in this group picture because he was behind the camera.





BODY SHOP & REPAIRS

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

Contact Joanne at 360-608-6171 or jojoes@outlook.com.

Bill Call is doing well and receiving physical therapy at a rehab facility in Lake Oswego after a recent fall on October 9th. Surgery was completed on October 10th and the horizontal break in his right hip below the ball was repaired with three screws. Bill is having physical therapy twice daily and it is expected he will return home in approximately two weeks.

Gary Rusher is doing good and getting around with a boot on his left foot. The board was pleased to see him able to attend the October meeting.

Yvonne Westphal had a squamous cell carcinoma removed from the back of her right leg. She reports that she is doing fine.

Mel Nilsen recently fell and broke his right wrist bone and reports he is doing fine.

Phil Lapin underwent left knee replacement surgery Monday, October 16th and expected to return home late afternoon on Tuesday, October 17th.

NUTS & BOLTS: Board meeting highlights

*From minutes taken
by Jim Wheat*

The Board of Directors of Cascade Pacific Plymouth Club met on October 10, 2017, at 12:20 PM at Bill's Place, 11611 SE 106th Street, Clackamas, Oregon.

Present were Board members Bob Westphal, Chairman of the Board, Randy Ealy, President, Gary Rusher, Vice President, Robin Will Editor, Phil Lapin, Technical Committee, Joanne Dixon, Member at Large, Jerry Dixon, Activities plus guests Mike Bade and Chuck Willis, Jim Wheat recorded the minutes.

Minutes of the September 12, 2017, Board Meeting were approved as published in the newsletter.

Treasurer: Dolores Call was not available for a financial report due to Bill's surgery. The club is in strong financial condition. Ask any Board member for specifics regarding the budget.

Member at Large report: Joanne reported that Bill Call fell and broke his hip, he was in surgery at the time of this meeting. Gary Rusher is walking again after his ankle surgery and attended the meeting today. Mel Nilsen

is recovering from his stroke, but fell and broke his wrist. He appreciates phone calls and visits from his friends.

Activities: A complete list of activities is included in the newsletter. Jerry reported that the Club had a good turn out at Beaches, 10 cars and 16 people. The next event is the Fall Foliage tour with the Studebaker Club on October 21. Complete details will be provided via e-mail to all members.

Old Business: Randy reported that the date for next year's car show has been set for August 11, 2018. The decision to combine a show with the Studebaker Club has not yet been confirmed pending more information from a meeting with Clackamas College regarding any change in the show site due to planned construction activity.

Randy review the Club insurance policies that were brought up at the last meeting. A motion was made and approved to drop the second policy which was determined to be redundant with member's personal policies. Policy number one is sufficient for car shows and Club business activities. Randy will notify Dolores of the change.

A motion was made and approved to keep the Club dues at the current

November BIRTHDAYS

<i>LaDeane Heaton</i>	1
<i>John H. Squires</i>	3
<i>Patrick Hague</i>	6
<i>William Suchla</i>	7
<i>Cari Catlow</i>	18
<i>Phil Lapin</i>	21
<i>Tim McCarthy</i>	22
<i>Bob Dimick</i>	23
<i>Virginia Dunn</i>	27

REFRESHMENTS

October

Jerry & Joanne Dixon,

November

Thanksgiving Potluck

December

No Meeting

rate. Discussion continued on the pros and cons of changing to a 501 C3 status for the Club. Further review is needed before making final decision.

New Business: There was no change to report for the Nominating Committee as all positions have been filled. The selections for the Volunteers of the year award were reviewed and approved, announcement will be made at the General Membership meeting.

October Speaker: A speaker of the next meeting has not been confirmed.

November Birthdays were reviewed, a complete list is included in the newsletter.

Refreshments: Joanne and Jerry Dixon will provide refreshments for the October meeting.

Mayflowers: The next event will be a tour of Heritage Park in Salem on October 16, details will be sent out via e-mail.

The Tech Committee: Phil reported that the income from eBay sales totals about \$800.

(continued on page 7)

Board minutes,

continued from page 6

Membership/Newsletter, Website: Robin will forward the password for the website setup to Jim Wheat for file storage in a second location.

The meeting was adjourned at 1:45 PM.

Off the Hook,

continued from page 4

out" the overdrive when the transmission is put into reverse.) Because of that rod, you cannot bolt an overdrive onto a regular transmission. The two units must be used as a pair. What IS possible is to replace a non overdrive transmission (having a long "tail section") with an overdrive transmission - the two are exactly the same length for most years. There is no modification to the driveshaft required. A 1946 Plymouth standard transmission car can be equipped with a 1953 overdrive transmission from a Dodge!

These B-W overdrives are controlled by a combination of a cable/handle beneath the dash, combined with a switch, relay, solenoid and a governor. The cable is only to "lock out" the overdrive and keep the vehicle basically as a standard transmission. All of the "on the road" shifting of the overdrive is accomplished with electrical and electro-mechanical magic. It is a simple, rugged and reliable setup.

The end result of using a B-W overdrive is the car ends up with six possible forward gears (although use is very rare in 1st gear). Five forward speeds is a more realistic scenario. The overdrive will not operate until the car reaches about 28 mph (why 28 mph vs. 25 or 30 is unknown!). If a person is driving in 2nd or 3rd gear overdrive, and there is a need for more power or acceleration, pushing the accelerator to the floor will take the car out of overdrive. This was - and is - a pretty impressive engineering design.

There is a lot of "technical" information that has been published on how these overdrives operate, and how they can be serviced and tested. Contact the CPPC Technical Committee coordinator for access to these articles if desired.

Virgil Exner's Corvette-beater: the Plymouth XNR

This car appeared on the May, 1960 covers of both *Road & Track* and *Motor Trend*. At *Motor Trend*, it ran under the headline, "Corvettes Beware!"

Using a shortened Valiant frame and the smaller 170CI Slant Six with a bolt-on high performance package, including a four-barrel carburetor, mounted on a ram-style intake manifold; a hotter camshaft; higher compression; and tuned exhausts, it produced about 250hp. This was a real, driveable car, not a car-show dummy, and it was capable of 150mph on the test track.

Chrysler didn't think they could sell it in adequate volume, and the prototype was shipped back to Ghia in Italy. It went through several owners in the middle East, and was finally restored in Canada between 2008-2011, after which it was sold to a collector.

There's lots of information and pictures online: just type "1960 Plymouth XNR" into a search engine.



More Stuff for Sale

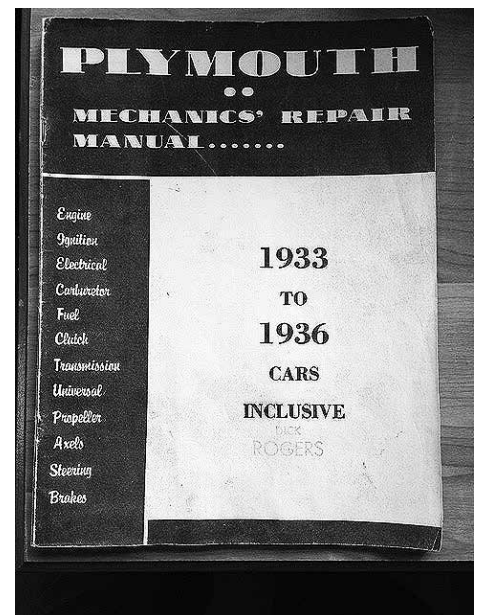
See more advertising on CascadePacificPlymouth.org



1941 Plymouth Coupe for sale. Disassembled complete coupe. Fresh motor, clutch, and transmission. Rusty floors. Parts are boxed. Located in Brush Prairie, WA. Best offer. Contact: Jerry Dixon 360 607-7628

Wanted - 1955-59 Ply/Dodge 230 CID engine.

Also period speed parts. Complete pair of side-mount fenders for a 1934 Plymouth PE Deluxe Coupe. 2bbl intake manifold. Bill Zesbaugh, 253-627-7877



Available on CD, a 59 page repair manual for 33-36 Plymouth. \$10. Bob. 360 549 6542.

Period license plates for sale - condition and prices vary

CPPC has a variety of antique license plates, mostly from Oregon. They were donated to the club. List will be updated as items are sold. Phone Jerry Dixon at 360.607.7628 for specifics.

Oregon					
Year	Qua.				
1. 1927	one single	14. 1941	four singles	37. 1954	one single
2. 1929	one single	18. 1941	one pair	38. 1958	one single
3. 1931	one pair	19. 1942	one single	California	
4. 1932	one single	20. 1942	one pair	39. 1963	one single
5. 1933	three singles	21. 1946	two singles	Colorado	
9. 1933	two pairs	23. 1947	two singles	40. 1976	one single
10. 1936	two singles	27. 1947	three pairs	Idaho	
12. 1936	one pair	28. 1948	two singles	41. 1955	one pair
13. 1939	one single	31. 1948	three pairs	Minnesota	
		33. 1949	three pairs	42. 19?	one pair
		36. 1950	one single	Missouri	
				43. 1939	one single
				New Mexico	
				44. 1937	one single
				Pennsylvania	
				45. 19?	one single
				46. 1936	one single
				Texas	
				47. 1941	one single
				Wisconsin	
				48. 1931	one single

Upcoming Events

October, 2017

- 10 (Tuesday)..... Board Meeting
- 24 (Tuesday)..... Membership Meeting

November, 2017

- 14 (Tuesday)..... Board Meeting
- 28 (Tuesday)..... Membership Meeting

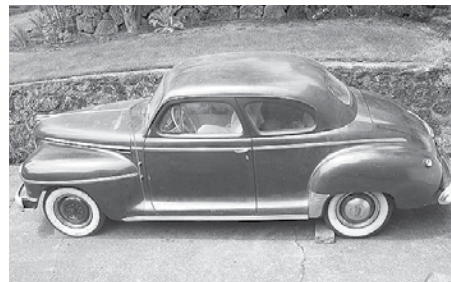
December, 2017

No meetings in December!

Regular Membership Meetings:
 4th Tuesday of each month at the
 Clackamas Community Club,
 15711 SE 90th, Clackamas, OR
 6:30PM Kick the Tires
 7:00PM General Meeting

Board of Directors Meetings:
 2nd Tuesday of each month, 12:30PM
 Bill's Place.

Visit our website:
www.cascadepacificplymouth.org



1942 Plymouth Coupe for sale. Runs and drives. Rebuilt brake system. Original interior. \$5,900, obo. 503-452-3989, grancoupe1970@hotmail.com



FOR SALE, 1969 Plymouth Barracuda Coupe (not fastback). Ran good when parked in 1998 although 2nd gear is bad in AT. Column shift, factory bucket seats, 318 V8, adult owned. Some rust. \$4000. Sam, 503-463-9066. Keizer, OR

CPPC Club jacket, denim letterman style, XL, virtually new, \$100. Rick Guillan, 360-904-8309

Wanted – 1955-59 Ply/Dodge 230 CID engine.
 Also period speed parts. Complete pair of side-mount fenders for a 1934 Plymouth PE Deluxe Coupe. 2bbl intake manifold. Bill Zesbaugh, 253-627-7877



Selling these for an acquaintance. Diameter 6 1/2" at clips. \$100. Contact me at 360 549 6542. Bob.

Advertising here and on CascadePacificPlymouth.org:

Advertising is free to individuals with Plymouth cars, parts, etc., on space-available basis. Photos welcome; we edit to fit.

Vendors:

Business-card ad, 3.5" x 2", \$25.00 for 11 issues. Liner ads with pics, \$10.00 per newsletter.

Advertisements should be Plymouth-related services. We edit to fit, and may refuse ads at our discretion.



Cascade Pacific Plymouth Club, Inc.

Affiliate of Plymouth® Owners Club, Inc.

P.O. Box 2988
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