



Cascade Pacific *Plymouth*® Club

Affiliate of Plymouth® Owners Club, Inc.

*Dedicated to the
Preservation and Restoration of
Plymouths
25 years and older*

Volume Two, Issue Two

March 2001

Howard Grimes: MOPAR Man

Howard says he has the General Motors Corporation to thank for his long time dedication to the Chrysler Corporation! The turning point, he says, was his first car - a '27 Chevorlet. It was a

and he was drafted into the Army in 1941. He was assigned to a base in Monterey, California, and was on KP duty when Pearl Harbor was attacked. The Chrysler was sold since Howard

Flight Engineer who trained the Pilots on the mechanical aspects of their aircraft. He was discharged in 1946 and spent the balance of his working life with Pacific Northwest Bell.

The MOPAR lineup subsequent to the war has included: 1934 Dodge; '46 Plymouth; '61 Plymouth; '69 Plymouth; '77 Chrysler; '99 Chrysler 300M and the beautiful '37 Plymouth P-4 Touring Sedan pictured here.



Howard Grimes' super clean '37

The '37 was purchased in 1954 and was driven as a "go to work" car for many years before a complete frame-off restoration was begun in late 1983. He had rebuilt the engine and the running gear was in good shape, so the sheet metal was the major challenge. And major it was! A mobile wet sand blast service set up their equipment in Howard's driveway and took the body and chassis to bare metal. They even removed all the sand and debris before departing.

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disaster in automotive artistry and reliability, and convinced him that a change was necessary.

After considering the field, he settled on a '39 Chrysler, and the rest is history. However, history was greatly shaped by world events. The Selective Service folks decided Howard's number "was up"

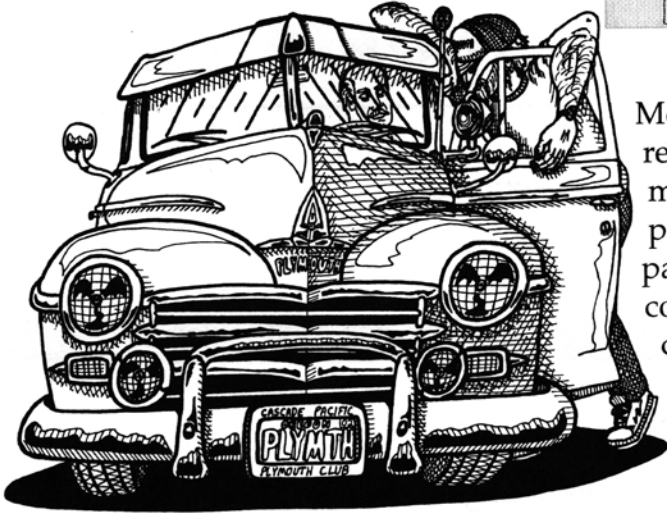
knew he would be traveling courtesy of his uncle Sam! Howard & Velda were married in 1941 - you do the math!

Howard was discharged from the Army after a few months, so he could enlist in the Air Force. He received considerable training in mechanical areas, and ultimately became a B-17

Upcoming Events

Mar. 14 - Monthly Luncheon at Elmer's
Mar. 27 - Regular monthly membership meeting (the 4th Tuesday), 6:30 kick tires, 7:00 business meeting
Agenda: Jim Enger of Guy's Interior Restorations
Apr. 24 - Meeting, Lauren Matley, Restoration Resources, Woodgraining

TECH TALK Isn't Primer, Primer ... and Paint, Paint? Read on . . .



Modern automotive refinishing presents many challenges to the painter. Each vehicle, paint repair problem, complete paint job, or color spot job, are all somewhat different, and require special products and refinishing techniques to

correctly apply today's paint systems, including the seemingly minor color spot repairs. Topcoat systems also require many special additives, hardeners, solvents, including a variety of primers, primer-surfacers, scalers, adhesion promoters, to meet this challenge.



Al & Toni Wilson's '65 Fury

Al Wilson Retires but his Fury Carries On

'65 Fury, purchased new by Al & Toni Wilson, has served faithfully for 36 years. With 395,000 miles it has been painted, upholstered and had a couple of engine rebuilds but they are telling it "good-by" for \$2500. At age 87, Al is going to remain as a non-driving member of CPPC. Like Walter Prange, Al has a rich history with Plymouth and we are fortunate to have enthusiasts of their caliber. Al worked for S.P.S. and Burlington Northern lines in the beautiful Pacific coastal city of Gold Beach. Al & Toni previously also owned a '65 slant six and can be reached at (541) 247-7403

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Modern automotive painting requires advanced technical training. As a result, paint manufacturers provide intensive week-long paint schools for automobile painters. Innovative products, forced by competitive marketing pressures between paint manufacturers, create better, faster, and more user friendly paint systems, but are substantially more technical.

Automotive paint products and techniques, are complicated solutions to solve any refinishing problem a painter may encounter. Thus, a wide range of primers are designed for these needs. Resins are selected, pigment and filler, carefully chosen to meet specific performance standards. Additional ingredients are

added, formulated, tested, and field trials run. This is to insure the properties engineered into the product are up to the intended design, not the least of which are these: corrosion control, adhesion, film build, film strength, sandability, pot life, viscosity, shelf stability, and a host of other factors to which the primer must measure up.

WHAT DOES A PRIMER REALLY DO?

Since we are only dealing with primer systems, let's look at the differences, applications, and product variations. Primers are divided into two major categories. The first is **PRIMER**. It's purpose is to provide three basic functions; protect the metal surface from moisture penetration that leads to corrosion, chemically treat and adhere to the substrate, and give the topcoat a cohesive base. Some primers have minimal film build, and are not intended to be sanded. Others have very low film build, and give little or no adhesion to the topcoat if allowed to thoroughly cure. They must be re-coated again with themselves, primer-surfacer, sealer, or topcoat, before thoroughly dry. These are generally referred to as wet-on-wet primer systems.

The second category is **PRIMER-SURFACER**. It's purpose is to provide many of the qualities of a primer, plus additional filling qualities, so the substrate can be sanded, eliminating scratches, surface irregularities, blemishes,

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Fun with Fuses

Dave & Vickie Williams of Canby, OR, own the '47 & '48 shown here. Dave has loved Plymouths since buying his first '33 in high school for \$40 and the passion has only grown. They have gone on local "cruzes" at Art Lacey's Bomber and end of the mountain in Longview, WA, where he took 1st place. Dave is a retired Portland Fire Dept. heavy equipment mechanic & Vicki is retired from Portland School Dist. administration. On one of their memorable outings in the '48 the light fuse blew leaving them in the dark on Hwy 213. Fortunately a highway flagger provided the foil from his cigarette pack, Dave did the old "foil in the fuse box" trick & they were on their way home. Dave's philosophy is that even without the exactly proper tools, you can always find a way to do the job with the tools at hand.

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and imperfections. Primer-surfacers are divided into low, medium, and high build products, with varying degrees of sandability. Some are self-etching, but generally most are not. All primer products are manufactured in many resin types, fillers and pigment combinations, to serve specific needs. For example, epoxy resin primers are needed for chemical resistance, but can be low in film build,

somewhat brittle, and hard to sand. Urethane resin primers are very flexible, build and sand well, but do not offer the chemical resistance of a two-part epoxy resin primer. Some primers and primer-surfacers are used in combination with each other, and some are dual purpose products. It depends on the situation. For example, if absolute corrosion control is a need, then the acid etching vinyl, zinc

chromate, or some epoxy primers should be used. However, some of these primers contain little or no fillers, and must be re-coated with a primer-surfacer where filling imperfections and sanding is needed.

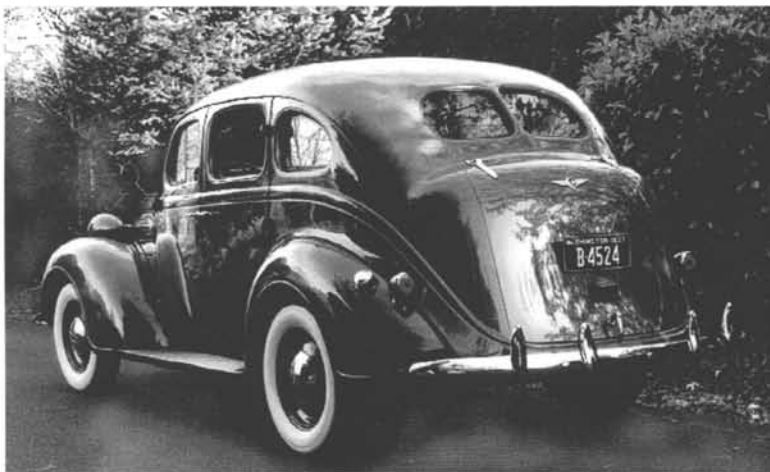
The first of a series on paints, primers and even spray guns from Lauren Matley, a member in Kent, WA. who has 40 years paint business experience!



Dave Williams keeps his '47 P15 like new



Dave & Vickie Williams' 1948 P15 ready to go



Back end of Howard Grimes exceptional 1937 P-4 Touring Sedan



Howard Grimes - not quite finished . . .

Committees

Committees determine and recommend to the Board of Directors on the following areas. Pick your favorite and sign up.

Finance (*annual budget, disbursements & accounting of funds, dues, Secretary-Treasurer's reports*)

Mel Nilsen, Jim Foreman, Dolores Call, Steve Heaton, Sean Streeter

Legal (*Bylaws, insurance, club contractual obligations*)

Todd Call, Larry Catt, Todd Call, Tom Nachand, Dan Eaton, Jerry Klinger, Steve Heaton

Membership (*solicit new members, ambassadors to visitors*)

Bill Call, Tom Nachand, John Sweeny, Dan Eaton, Jeff Jolly

Newsletter (*find and write stories of interest to the members*)

Larry Catt, Earle Culbertson, Bill Call, Duanne Luckow, Bob Talboy

Activities (*tours & special meetings*)

Les Conner, Larry Catt, Todd Call, Tom Nachand, Steve Heaton, Dan Eaton, Jerry Klinger

Technical Advise (*solve members' Plymouth problems in newsletter articles*)

Pat Brost, Dave Pollock, Troy House, Duanne Luckow, Bill Linneman (parts & wheels), Paul Taylor, Dave Williams

Refreshments / Facility (*arrange for beverages & snacks at meetings, set-up and clean-up the room for meetings*)

Dolores Call, Sandra Rogers, Joyce Catt, Nancy Conner, Sue Nilsen, John Sweeney, Duanne Luckow, John & Marlys Sanford, Ray Splinter, Dennis, Jeanne & Travis Mowery, Jeff Jolly

If you would like to change your committee assignment please contact the facilitator.

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The floor was rotten, and the bottom of the doors and fenders had also been infested with the rust-worm and the interior was a mess. The advertisement today would say "a little TLC to make it a show car" Right!

Fortunately, local craftsmen were available to provide a solution. Frank Springer, a superior metal finisher replaced the floors and welded in several patch panels and made the body straight and true. Duanne Luckow, one of our Technical Advisors did the painting and arranged for the plating and stainless polishing. Howard, under Duanne's direction, spent many hours block sanding and did the final assembly. Al Ofner, owner of Austrian Upholstery, installed the beautiful interior using authentic mohair purchased from a Portland supplier. A local woodgrainer, now deceased, refinished the dashboard and garnish moldings. The instruments are original and in beautiful condition.

The '37 looks like it just rolled off the showroom floor, but has about 110,000 actual miles—about 1750 miles/year over its 63 year life. Howard surely prizes this MOPAR, made possible by that '27 Chevorlet! Hope you will enjoy it too at future events, however, he puts it on blocks for the winters. The least he can do for a good friend like his '37!

Larry Catt

Marvel Mystery Oil

The January 18, 2001 issue of *Old Cars* includes an interesting exchange in Tom Brownell's Q&A column, that includes a testimonial involving a Plymouth. A reader had earlier written to ask about a can of Marvel Mystery Oil he had found in the trunk of an old car he had acquired. He had not seen the product previously and wondered about its usage. Mr. Brownell included this item with several other "magic cure" products, and stated that the only "mystery" was why anyone would buy it!

That pronouncement brought testimonials from "old timers" pointing out that the product has survived in the auto-motive service field since the early 20s, with very little advertising.

A reader, who operated an Esso station on the route that college kids took to get to their schools in Upstate New York, recalled an example of the product helping them - and his business. He wrote that a carload of kids in a '46 or '47 Plymouth came in one night in 1952, and the car sounded awful! His experience told him it was sticky valves, since it was backfiring through the carburetor. He told the kids he could fix it with - you guessed it - Marvel Mystery Oil!

They were skeptical, so he made them a deal. If it didn't work, they wouldn't have to pay. However, after a half can was

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February Meeting

With Facilitator pro tem Todd Call, another excellent turnout of Plymouth enthusiasts (including one from Gleneden on the Oregon coast) gathered for Cascade Pacific Plymouth Club's 4th meeting on February 27th. Todd reported eight new membership applications including one each from California and New York, and two from the Seattle area.

Considerable support for the Wednesday luncheons was expressed as well as the possibility of a "Ghost Run". Todd offered to put together an event where members meet at a specified location then follow a map to the ultimate site where they gather for lunch. The date will be weather dependent.

Other business included ongoing work on a list to decipher Plymouth model "P" numbers, the true meaning of MOPAR and members' preference of Sunday over Saturday for this year's tours. After discussing Marvel Mystery Oil it was agreed that either 2-3 oz. per tank of gas, or 4 oz. per 10 gal. (or none at all) was proper for your car's well being.

Jerry and Kenny Campbell discussed and demonstrated auto detailing, including their preferred techniques and products. If you care about your restored beauty you care about extending its life and beauty, inside and out.

OIL *continued from page 4*

poured down the carburetor, the engine smoothed out and ran beautifully. That incident brought more college kids to the station than he ever seen before!

My first "paying" job as a teenager in 1951 was to stock shelves and make deliveries for the NAPA store in Longview, Washington (Rogers Auto Supply). I recall delivering Marvel Mystery Oil by the gallons to local automotive repair shops.

I occasionally got to drive the owner's brand new Studebaker on which he had installed a Marvel Mystery Oiler on the firewall. It was a container for the oil, with a line going to the engine, drawing-in a small amount as the engine ran.

I was reacquainted with the product in the early '70s when my lawn tractor was plagued with sticky valves and wouldn't run smoothly. I saw the "Mystery" on the shelf at a new auto parts store, and got some. No more sticky valves, and the engine ran fine thereafter! I now regularly add some to my mower gas-can, as do my neighbors.

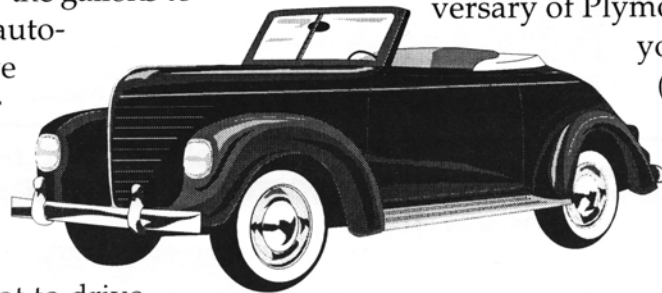
This story will in no way influence my financial future, as I don't own any stock in a "Mystery" product!

Larry Catt

West Coast Rally

We are receiving inquiries regarding a West Coast Rally and National Meet in 2002. As well as membership inquiries from Oregon, Washington & California.

There are a great many possible meeting places along the I-5 corridor that we will be exploring. We are also considering tying in with the national East-West Tour in 2003, the 75th Anniversary of Plymouth. Give us your thoughts (and time).



MOPAR Picnic

The Pacific Wonderland Region of Walter P. Chrysler Club is planning a "Chrysler Products Picnic" on July 1 at Willamette Mission State Park in Gervais. More info coming next month or, if you can't wait, contact Jeff Gretz at: (503) 626-7841x104, (503) 628-6253 or gretz@omtool.com

Tech 'Toons

Rob Butler, who does our monthly "Tech Tips" cartoon, has agreed to create original pen and ink cartoons of member's cars. Contact Bill Call or Larry Catt to make arrangements. Or contact Rob direct - www.connieosborne.com/sasquatch/

Dealers Corner

Auto dealers play an important role in our hobby. We will notify you as we become aware of the better local ones.

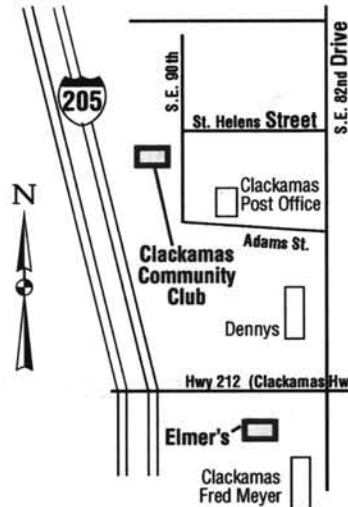
This very clean '51 convertible was spotted recently at Matthews Motors, one of the leading Classic Car dealers in the Portland area.



Dale Matthews' gorgeous '51

To add or renew a cars/parts ad, or to suggest an interesting story, please contact Larry Catt at: (360) 896-6694 or e-mail: lacatt@gateway.net
 Du'anne Luckow (503)761-9411 or e-mail dluckow88@aol.com
 or Earle Culbertson at: earlec@gte.net

Meeting Locations



We meet at the Clackamas Community Club, the 4th Tuesday of each month and lunch at Elmers the 2nd Wednesday.

Upcoming Meetings

Don't miss the great restoration presentations coming, i.e. upholstery in March & woodgraining in April.

The Corner Store

Plymouth Parts/Cars Needed

1948 Oregon matching set of license plates
 Todd Call e-mail: aqhacool@aol.com

1955 Dodge 270 c.i. hemi engine parts. In Boring.
 Dennis Markovich (503) 663-1831

'33 PC Right side tail light stand bucket & base. Also left side bucket and base.
 (no name or number - try March meeting)

Plymouth Parts/Cars To Sell

1954 2 door. \$2,500.00
 (503) 663-5572

1956 4 dr. doors & glass.
 (503) 658-4366

'65 Fury. \$2,500. See Al & Toni
 Wilson story on page 2.
 Al Wilson (541) 247-7403



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