

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 Three

April 2001

Member Profile

Paul Taylor - Restoration Man

Paul Taylor has been restoring classic automobiles for over 30 years. He is a long-time member of the national Plymouth Owners Club and is well known in the restoration field. He has done 10 complete ground-up restorations and numerous partials. Lloyd White's army staff car, featured in our December issue, was one of Paul's accomplishments.

Paul does it all, from body work to paint to upholstery and headliners. He has a particular talent for gas welding pot metal, reproducing fuel pump shields, reproducing glove boxes (including flocking) and reproducing air cleaner steady brackets.



1938 P-6, one of Paul Taylor's outstanding restorations

The white '38 sedan (shown above right) is presently owned by Marlin Knutson in Burlington, WA, and the '49 (below left) lives in the Bay area. Both turned out to be trophy winners.

Paul currently has two Plymouths and a yet to be purchased '50 Woody. His collection includes a '50 convertible and a '50 Special Suburban parts car. He has his eye on a classic '50 Woody which will require serious restoration.

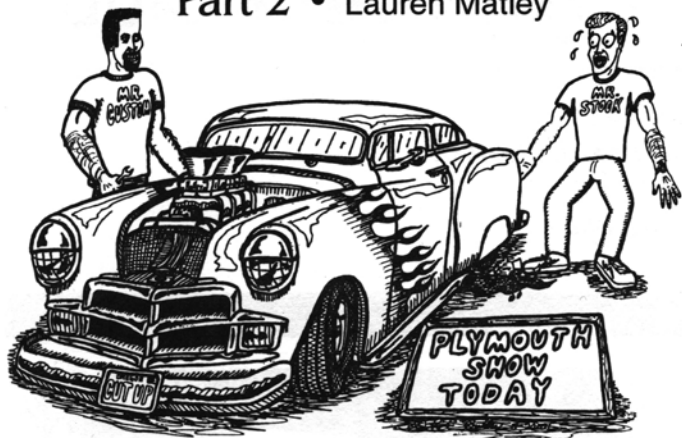
Other than Plymouths, Paul has a warehouse full of wonderful project cars and a pristine one-of-a-kind Auburn Roadster.

Paul & Joan live on a beautiful 5 acre country estate, which has 2 large warehouses for storage and shop space. Joan



See **TAYLOR** on page 4

Part 2 • Lauren Matley



"Restoration" gone wrong

WHAT DOES ALL THIS MEAN TO ME AS A RESTORER?

This background is important to keep in mind when re-painting your restoration project. High film build is the most consistent culprit leading to paint failure, particularly in the case of lacquers (lacquer primers will substantially increase vulnerability of topcoat failure, if applied in thicknesses over 5 mil).

Today's acrylic urethane two part primer-surfacer can be used up to 8 mil film builds with little chance of film failure. Since restoration projects are not fresh, new, smooth factory stampings, and will likely have surface pits, application of multiple primer-surfacer coats is needed. Applying high build urethane primer-surfacer is OK, if we sand off most of it. Modern primer-surfacer fill pits very fast, but must be guide coated and block sanded to keep film build low. This will help keep the surface flat with minimal primer. It's not how much urethane primer-surfacer you apply - it's how little you leave on, and still

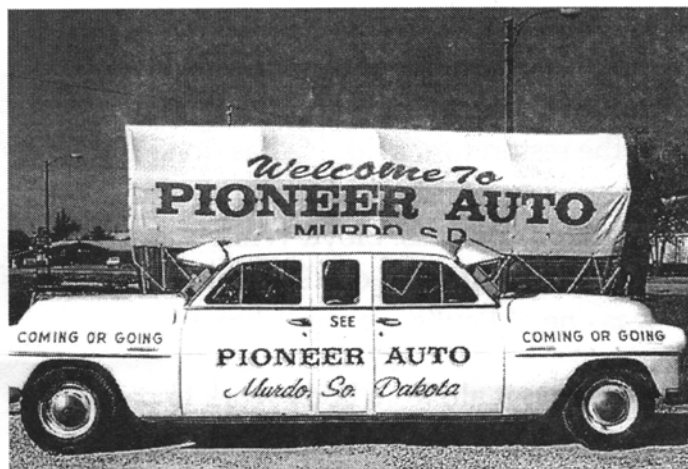
2

maintain a continuous, flat and smooth primed surface.

The total film build should be under 6 mil for primer, sealer, and topcoat for a complete restorative paint job, otherwise the finish may look like a dry lake bed in time. Inexpensive film gauges are available at most automotive paint stores. This can help you keep the film thickness below the 6 mil maximum. Remember, any type of lacquer primer-surfacer has **no** place in a complete paint system. Lacquer primer-surfacer were originally designed for quick, small, spot repairs in the field only. Lacquer primer-surfacer sand and fill easily, but because of that fact, they are soft, porous, and have poor film strength. They also suck up and retain water that permeates through most paint films, especially lacquer paint films. Keep in mind the taboo in restoration: Never use any type, kind, brand, or style of lacquer based primer-surfacer unless

Restoration vs. Preservation

Looks like this fellow could not make up his mind on what he wanted to do with his 1952 Plymouth (*below*). He may have had a difficult back seat driver, but whatever...this car can be seen at the Pioneer Auto Museum in Murdo, South Dakota. Vivian Sanders, granddaughter of the museum founder, was kind enough to provide the information and the picture was from a prospective new member in Woodburn, OR. Look for an in-depth article on this truly fascinating museum in a future issue (there are over 250 automobiles on display in 34 buildings).



Not the usual definition of "Restoration"

you are well aware of the potential risk. If you use lacquer-primer products at all, use them sparingly in low film builds, and only on small unexposed parts, or limit them to interior painting.

WHY ARE THERE SO MANY DIFFERENT PRIMERS? This is confusing to the average restorer. A variety of primers exist today to satisfy all special refinishing applications. Many of today's primers found their way into the auto refinishing industry through industrial and manufacturing applications. Then eventually, into autobody and paint

continued on page 3

March Meeting

Seats, headliners, door panels, floors, trunks and convertible tops & boots, all in fabric, mohair, oil cloth, vinyl and leather, Guy Recordon does it all.

Whether it's for an original restoration or a custom creation, Guy's company, *Guy's Interior Restorations*, has seen it all in its over 10 years. Guy gave a very interesting presentation and answered some vexing questions for the members. Guy can be reached at (503) 224-8657. His shop is at 431 NW 9th Ave., Portland, OR 97209.

This was another in our series by restoration professionals to help with our projects. Next month Lauren Matley's presentation will be on woodgraining, so if your car has (or should have had) it, you won't want to miss.

We are taking nominations (either yourself or another willing member) for president, vice president, secretary & treasurer for the May 22 election. Committees are selecting chairs who, along with the elected officers, will be the Board of Directors.

In March, members once again came significant distances to

attend. Two members came from the Oregon coast, plus couples from Corvallis and Springfield, OR. That kind of dedication has been evident from the very first meeting and makes it very rewarding for all.

Due to conflicting events, the first available date for our first Rally will be in June. Attend the April meeting or watch the newsletter for details.

We will have a membership booth at the Swap Meet in May, volunteers are needed to man it. Contact Les Connor if interested.

the 51st of Paul and JoAnn Hendricksen

Congratulations to members Paul & JoAnn Hendricksen in Bend, Oregon who will be married 51 years in May.

They purchased this gorgeous '31 PA Business Coupe 12 years ago, partially restoring it to its original basic condition. Those shining headlamps were covered by paint when they purchased the car.

Paul & JoAnn have shown their

PA at Forest Grove, as well as several shows in Eastern Oregon. Paul regularly goes to the Joseph, Oregon "Show & Shine" (you have to be invited), also the Gilcrest Show and Hot August Nights, in Reno. Their car is a constant winner.

Paul is a retired salesman from the P.M.T. Trucking Co., a major trucker up to 1970. They are looking forward to the Plymouth



Paul & JoAnn Hendricksen's 1931 PA Business Coupe

meet this summer to show off their Plymouth and rub elbows with other CPPC members.

TECH TIPS continued from p. 2

repair, as industrial workers migrated into that industry. These "industrial" primers became "unofficial" test products in the field for automotive paint manufacturers. They recognized the successful use of "industrial" primers in auto refinishing not recommended for that use. These products proved their worth and popularity among auto painters of the period, solving long standing problems in treating many base metals. As a result, paint manufacturers adapted many industrial primers into standard automotive refinishing

systems. A few of these primers were; acid-vinyl, zinc chromate and epoxy primers originally developed for the aircraft industry. They served body builders in innovative, light weight aluminum truck and trailer manufacturing and repair. Two part epoxy and acid etching primers used by many manufacturers, and industrial product applications subject to corrosive environments also found use in the autobody trade. Epoxies are common today in auto refinishing, particularly in full strip jobs.

Lauren Matley lives in Kent, Washington and will be featured at our April meeting.



Paul Bapties' '39 uncovered from it's blackberry burial

Lost & Found

Plymouths are everywhere!!! While cleaning a newly acquired 3 acre plot, Paul Bapties of Colton, OR came upon this '39 Plymouth Coupe completely covered by blackberries. The front fenders, dash, right door and front shell are complete (and for sale). Contact Bill Call for further information.

Pat Brost



Paul Bapties with his discovery

Upcoming Events

Apr. 10 - 12:00 (the 2nd Tuesday)

Monthly Luncheon at Elmer's

Apr. 24 - Regular monthly membership meeting (the 4th Tuesday),

6:30 kick tires, 7:00 meeting

Agenda: Lauren Matley, Restoration Resources, Woodgraining

May 22 - Meeting, presenter TBA

Lost Loves Dept.

'42 Woody Wagon

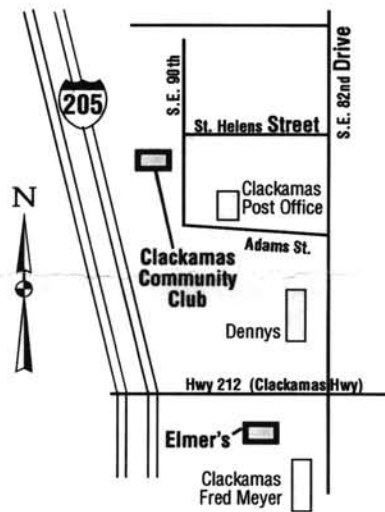
In 1942 only 1,136 Woodys were built, most of which were purchased by the U.S Government. This is one (below right) of only two known to exist today. The Navy sold this car at a surplus auction in 1949 for \$417. It was placed in storage until 1981 when Paul Taylor (see cover story) purchased it. The odometer showed only 78,000 miles and was in very good shape from being in covered storage.

"Would'a, should'a, could'a" ...

In 1989 Paul sold the car to an enthusiast in Yachats, Oregon for twice what he paid, and of course the value has increased exponentially since . . . But he had his eye on another great project & it seemed right at the time. But, now he wants

4 his Woody back!

Meeting Locations



We meet at the Clackamas Community Club, the 4th Tuesday of each month and lunch at Elmer's on the 2nd Tuesday. Please join us, we are looking forward to meeting you and your Plymouth!

TAYLOR continued from page 1

works with Paul in his business, which allows him to take so much time for his automotive artistry. Unfortunately, Paul and Joan are moving to San Luis Obispo, California later this year where they are building a new home and warehouse/shop for all their cars.

Paul is one of the uniquely talented and fascinating individuals in our club who has a wealth of talent and is a great source of information. Paul can be reached at (503) 663-4335 or (053) 663-3435.



Paul Taylor's '42 Woody is one of only two still in existence



Paul & Joan Taylor

A Plymouth's Last Ride

Reminisce, "The Magazine That Brings Back More Good Times" always features readers' nostalgic stories and pictures about "the good old days". Obviously, the "old days" will be relative to the reader's age.

The August 2000 issue includes a cute story by *Dayne Shaw* entitled "Our Last Ride". The principals in the story are two teenagers (including the writer), and a 1947 Plymouth coupe. The Plymouth belonged to the writer's older brother and was in the driveway awaiting a likely trip to the junkyard. It was a real oil burner and the muffler had a hole in it. It was 1954 in their Ohio town.

The two teenagers decided they needed some excitement on an otherwise boring and quiet day. They were home alone since the parents and brother were gone for the day. The Plymouth became their intended entertainment! They tried to fix a hole in the muffler by wrapping it with a tin can, but broke the exhaust loose at the manifold in the process.

Thinking the "ride" was over, they tried to start the '47 anyway . . . and it started! It was LOUD! They removed the hood to look "cool", but mainly to let out the billowing smoke. They donned army surplus aviator hats and goggles, and headed to town, pipes roaring

and smoke flying! They turned on the windshield wipers to clear the oil on the glass.

After a few noisy laps through town the oil pressure gauge showed nothing, and the windshield was so smeared the passenger had to hang out the window to guide the driver. On the "last lap", the author said he saw someone standing in the road. As he got closer, even through the oil slick on the windshield, he could recognize his dad pointing toward his driveway - the final pit stop!

Although he feared some discipline for this unauthorized adventure, his dad went into the house without saying anything. Later that night he overheard his dad and brother on the porch talking and laughing about how stupid the two teenagers looked.

Next week the Plymouth was gone, and so were the author's driving privileges.

Larry Catt



1939 P-8 2-door Touring Sedan

Police Plymouths

In issue no. 193 of the *Plymouth Bulletin*, author Jim Benjaminson wrote an interesting article titled "Fifty Years of Plymouth Police Cars". He observed that for many motorists, the view of a police car in the rear view mirror brings a real sinking feeling. For others, being behind the wheel of a police car offers a much different feeling. Many old car hobbyists are seeking that feeling, making police cars "hot" collector items. Club member Mel Neilson is researching the use of Plymouths through the years in Oregon and we'll report the results when available.

At this time we know, however, that Plymouth has been in the police car business much longer than most people know. According to Benjaminson's article, the earliest use of Plymouth was 1932 PB coupes used by the Washington State Patrol. We are also told that the Multnomah County Sheriff's Department used 1937 Plymouth sedans.

The '39 sedan in the accompanying photo (left) is basically the same as the '38 but with a face lift (new front-end, V-shaped windshield & teardrop tail-lights). This in-line 201.3 cid 6-cylinder put out a whopping 82 hp!

Larry Catt

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 car was recently spotted at Peggy's Classic Cars in Portland, Oregon. Hank & Peggy Baker, two of the four family members, are leaders in the Portland area and always have a Plymouth on view. This '53 is on display now.



(above) The 1953 Plymouth now on display at Peggy's Classic Cars

(right) Hank & Peggy Baker



Plymouth Parts/Cars To Sell

1951 2 dr. sedan. Excl. grill, steering wheel. No title. \$100.

1955 Belvedere. Almost perfect grill, headlights, bumper, tail lights, with title. \$500.

John Peters (503)

Corvallis Swap Meet

Mark your calendar for April 22, the Benton County Fairgrounds.

Meet opens at 7:00 a.m.

General Admission is \$2.00 with free parking. Call (541) 752-0925 or (541) 754-0053 for more info.

To add or renew a cars/parts ad, or to suggest an interesting story, please contact Larry Catt at: (360) or e-mail: lacatt@gateway.net
Duanne Luckow (503) or e-mail:
or Earle Culbertson at:

The Corner Store

Plymouth Parts/Cars Needed

'64, '65 or '66 Sport Fury completely or partially restored.

Larry Janeke (403)

Camrose, AB, Canada

'49 Bumper guards

Cliff Kleman (541)

Springfield, OR

'33 PC Coupe Right side tail stand and tail light, left side taillight, 17"

wire wheel, 5:25x17 tire & tube
Richard VonAlmen (503)

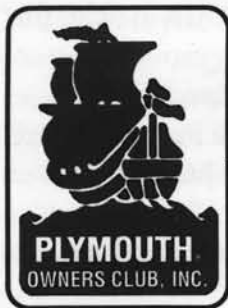
P 15 Trim piece for right side of glove box - 1/4" x 2 1/2"?

Dale (503) 977-170

'56 Savoy 4 dr Doors & glass

'50 Tail light

Tom Shepherd (503)



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