



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 Five

June 2001

Member (cars) Profile

The Good, The Bad And The Ugly (but well loved)



See **KEY** on page 4



TECH TALK HVLP - High Volume Low Pressure Painting • by Lauren Matley

- Why HVLP is such an important spray technology.

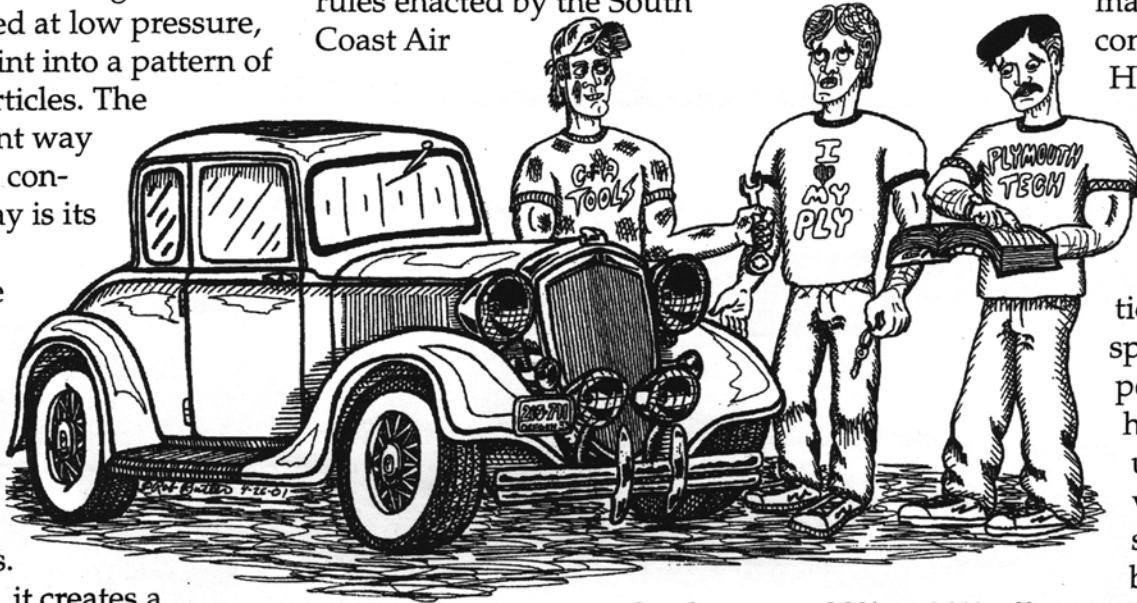
What is HVLP? Simply put, HVLP spray uses a high volume of air, delivered at low pressure, to atomize paint into a pattern of low speed particles. The most important way it differs from conventional spray is its high transfer efficiency. The high pressure air of conventional sprays tends to "blast" the material into small particles.

In the process, it creates a fair amount of overspray. The transfer efficiency of high pressure systems suffers as a result of overspray, particle "bounce" and blow back. In contrast, HVLP relies on air delivered at 10 psi or less to break the material into small particles. As the material flows into the air stream, far less is lost in overspray, bounce and blow back, hence the dramatic improvement in transfer efficiency. HVLP will work with any medium solid material that can be atomized by the gun. These include two-component paints, urethanes, acrylics, epoxies, enamels, lacquers, primers etc.

Why is HVLP growing in popularity?

High transfer efficiency is attractive for several reasons. Perhaps the most compelling reason for some com-

panies to consider HVLP is the trend toward legislated transfer efficiency requirements. In California, for example, several new rules enacted by the South Coast Air



Quality Management District require the use of spray methods which are at least 65% transfer efficient. Low pressure spray (up to 10 psi) has been approved, along with electrostatic spray methods. Similar legislation is pending or under consideration in many of the industrial states. The forecast is that soon high transfer efficiency will be a requirement of doing business. The purpose of this legislation is to protect the environment, but there are other good reasons for looking into HVLP. Higher transfer efficiency improves the quality of the workplace and the quality of finished products. Overspray not only makes painting work less desirable, it also cuts visibility which contributes to mistakes and low productivity. Overspray is one of the main causes of paint operation mainte-

nance, so cutting overspray cuts downtime. All paint spraying equipment can be affected by overspray, but the booth and its filters gets it the worst. To illustrate how much of a difference transfer efficiency makes in booth maintenance, consider that HVLP can be two to three times as efficient as conventional air spray. Depending on how it's used, conventional air spray might be as little as

20% to 30% efficient. That means for every three gallons of paint sprayed, more than two gallons are wasted. With HVLP typically between 65% and 90% efficient, as little as one pint of paint would be wasted for every gallon applied. That's how a 3:1 difference in transfer efficiency becomes a 16:1 advantage in terms of overspray. Booth maintenance and material costs will drop accordingly. But one of the most troublesome problems high transfer efficiency can solve is waste disposal. In air spray systems where overspray volume meant using a water wash booth, easy-to-handle dry filter media may now be sufficient, completely eliminating the hazardous waste that is often the by-product of these systems. High transfer efficiency can make existing water filtration systems

See **PAINT** on page 5



Believe it or Not

Yes, this is indeed a 1939 Plymouth. They have two of them at All American Classics in Vancouver, WA. This is the favorite car of Bob Ripley of Seattle. In the future we will be hearing more about Bob and his son Rob, who has an original 1935 4-door humpback, it is an amazing story of a connection they made at one of our meetings.

Got An Itch For A Great Car?

This beautiful '32 PB convertible (below) can be purchased from the Riverside Casino Collection in Laughlin, Nevada. This is an original car and one of our members almost purchased it but was afraid he wouldn't have a home to come back to if he did. . . This '32 was the last of the 4 cylinder Plymouths until 1972.



1932 Plymouth PB at the Riverside Casino Collection in Laughlin, Nevada

Special Car For Sale - With A Story

This one owner original 1953 Cranbrook restored would make an absolutely gorgeous car. It is owned by Howard Oliver, 11615 SE 248th Street, Kent WA 98031.

Howard is open to offers, but would like to get a fair price. Hopefully it will end up with a Cascade Pacific Club member. (Other pictures available, see editor.)

Howard said his first car was a '37 Plymouth Deluxe coupe, his next a '47 Deluxe coupe, then came the '53. He drove it for 14 years. He believes it was the most trouble free car he has owned. He later gave it to his



Howard Oliver's 1953 Cranbrook

mother. After she quit driving it, it just sat in her garage where it was damp. When she died he took the car back and had planned to restore it, but he just wasn't much of a mechanic.

The car hasn't run in 15 years. The interior is good except for the floor mat. The original windows are in good condition except for the left

door which is cracked. The panel below the trunk lid has rusted and so has the trunk floor. The chrome grill and bumpers are good. The only things missing are the right headlight ring and the left front fender Cranbrook insignia.

In addition to this Plymouth, Howard is selling a couple of brand x's.



Rumble seat of the '32 PB above

Dennis Hastert in Portland

A visit to Dale Matthews' *Memory Lane Motors* is always a treat! He has a great inventory of special interest/classic cars, and a great "gift of gab" (to put it politely).

While there recently, I noticed an autographed picture of Dennis Hastert on his wall. It included a personal message, along with his business card "Speaker, U.S. House of Representatives, Washington, D.C." in the frame. Mr. Hastert had attended an OHSU dedication ceremony and had asked where he could see some old cars. He has a 1941 Lincoln Continental and enjoys seeing collector cars when he travels. An aide called Dale and asked if they could visit. "Of course", said Dale.

A couple of young men in dark suits asked Dale to move the cars displayed on the building apron so the entourage could park four new black Chev Suburbans. More young men took positions on each corner near *Memory Lane Motors*, and appeared vigilant while Mr. Hastert admired Dale's collection.

The Continental needed a better steering wheel, which Dale helped locate. The picture arrived shortly thereafter in appreciation.

Matthews Memory Lane is at:

2608 S.E. Holgate
Portland, OR 97202
(503) 231-1940

See Dale's inventory on-line at:
www.memorylaneclassiccars.com

By Larry Catt

Fargo Update

It was brought to our attention by Lanny Knutson in Erickson, Manitoba that the Chrysler Corp. did not refer to their trucks as "Plymouth" or "Dodge" Fargo. The trucks sold in Canada from 1936-1972 by Chrysler-Plymouth dealers were simply called "Fargo". The trucks sold by Dodge-DeSoto (and later Dodge-Chrysler) dealers were known as Dodges (although commonly referred to as "Dodge-Fargo"). The trucks were identical except for the nameplates. The single sheet metal difference appeared during 1939-1947 when Fargo used the 1939-1941 Plymouth truck grille.

Lanny is editor of the *Plymouth Bulletin*. He owned a 1951 half-ton Fargo pickup and wrote a history of Fargo trucks for *Plymouth Bulletin* No. 147, July-Aug. 1984 and became editor in 1987.

"Show and Shine"

Columbia Gorge Interpretive Center welcomes car collectors to show off their favorite pride & joy on Sunday, September 2nd in Stevenson, WA, from 12:00 to 5:00 p.m. Contact the Center at: (800) 991-2338 or e-mail: info@columbiagorge.org for more details.

Previous Owner ID

Have you ever wondered who owned that 50 year old car you just purchased?

When we were restoring my 1950 Plymouth I advertised in *Hemmings* for an eight tube radio. I received several calls, including one from Charles May in Hurdland, MO. He said he had a '50 P-20, 2 dr. in his warehouse (with an 8-tube radio) that he would sell for \$1,000. I purchased it and had it shipped on a flat bed truck. It's been a great parts car (including radio...).

While we were digging around in it we found an old driver's license (*below*) belonging to Henry May of Milan, Missouri (born 1882). I am assuming this was originally his car, at least we want to think so.

(For the further adventures of this car please see "Missouri Parts Car Gets New Home" in a future issue)

Bill Call

STATE OF MISSOURI (Do Not Write in This Space)									
OPERATOR'S LICENSE M-700-367-303-067									
NAME FIRST		MIDDLE			LAST				
James		Henry			May				
STREET							COUNTY		
							Sullivan		
CITY									
Milan, Missouri 2606789									
BIRTH DATE		WEIGHT	HEIGHT	COLOR HAIR	COLOR EYES	SEX	RACE		
1-25-1882		160	6-1	Grey	Brown	M	W		
RESTRICTIONS							THIS LICENSE EXPIRES FEB 9 1982		
							THE ABOVE PERSON IS HEREBY LICENSED TO OPERATE A MOTOR VEHICLE IN THE STATE OF MISSOURI		
							Director of Revenue		
SIGNATURE OF LICENSEE									

Henry May's Missouri Driver's License

Cascade Pacific POC Swap Meet Booth

Jerry Klinger, a member of our club, has been chairman of the highly successful Portland Swap Meet for six years. Jerry is preparing an article on the meet for the national Plymouth Bulletin. This is the second largest meet of parts and cars in the United States. Jim Foreman arranged for our membership booth and John Sweeney set it up. It was manned by 10 club volunteers. Most people asked questions like "where has a club like this been before?" We picked up 15 new members over the weekend and everyone had a great time. Some of our volunteers are seen in the photo to the left.



Clare & Sandra Rogers manning our booth at the Portland Swap Meet

PAINT continued from page 2

virtually maintenance-free, particularly when using the new sludge removal techniques. Conventional air spray productivity usually doesn't suffer, either. Since more paint is applied per pass, fewer passes are often needed to build up the same film thickness.

National Dues Reminder

National Plymouth Owners Club dues increased on May 1, the first time since 1998. The new annual renewal rate is \$22 per year.



The "Slant 6 Club of America" (made up mostly of early Plymouths) has invited anyone in our Club to attend their local Meet on June 10th at noon at Powerland in Brooks, Oregon. Pictured above is Jack Poehler's (Club Manager) '64 Valiant.

Recording Secretary

The only way an organization such as ours can succeed is through the contribution of volun-

teer time and talent. Not a lot from a few, but small contributions from many. We still need a volunteer

Recording Secretary for the club. Please call Bill Call (503) 698-2301 or Larry Catt (360) 896-6694.

May Meeting of Cascade Pacific Plymouth Owners Club

Alternators, generators, starters, wiper motors, sunroof motors - to better than original specs, in 6 or 12 volt, positive or negative ground. These are some of the items Bill Jungck at *PMX Custom Alternators & Starters* specializes in. Bill started in his dad's business in 1979 and maintains it's high standards today. He is located in the "beautiful blue"

building at 8420 S.E. Hinckley, Portland, OR, one block north of Johnson Creek Blvd. near 82nd Ave. His phone is (503) 777-7172.

Bill covered maintenance and preventative maintenance actions you need to follow for a happy car; actions for short or long-term storage, avoiding unpleasant surprises and maintaining a healthy electrical system.

Once again, if you missed the meeting you missed some good information and missed meeting that person that might well solve your electrical problems.

The meeting began with tire kicking some of the great cars members drove to the meeting. Our membership now stands at 96. Don't forget, next month it's Scott Bassitt on coolants.

Plymouth Parts/Cars To Sell

1937-39? Right rear fender

Tom (503)

1966 Station Wagon Has all papers & books. New transmission & tires.

Generally good condition. \$600

Brad Murphy (503)

cel: (503)

Key to Cars & Owners on page 1

1. Jim Townsend, Milwaukie, OR
1940 4-door
2. James Ahrens, Hacienda Heights, CA 1931 PA
3. Clifford Kleman, Springfield, OR 1949 4-door
4. John Crocker, Oakville, WA 1937 convertible
5. Jerry Klinger, Gresham, OR 1948 convertible
6. D. J. Freeman, Corvallis, OR 1938 Business Coupe

1	2
3	4
5	6

The Corner Store

Plymouth Parts/Cars Needed

1948 Hood/x-reinforcing bar, hinge to hinge Russ (503)

1930 Rear fenders, bumpers, gas apron Mick (503)

1934 Tire cover \$125
(503)

Upcoming Events

June 26 - Regular monthly membership meeting (the 4th Tuesday),
6:30 kick tires, 7:00 meeting

Agenda: "Coolants" Radiator Service Co., Mr. Scott Bassitt & son.

July 24 - Meeting, Agenda: Brakes

To add or renew a *cars/parts* ad, or to suggest an interesting story, please contact

Tom Shepherd: (503)

or e-mail: tjsves@yahoo.com

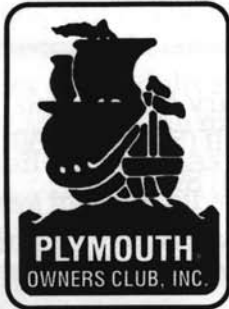
Larry Catt at: (360)

or e-mail:

Duanne Luckow (503)

or e-mail:

or Earle Culbertson at:



FOUNDED 1957

**Cascade Pacific
Plymouth® Club**

Affiliate of Plymouth® Owners Club, Inc.

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