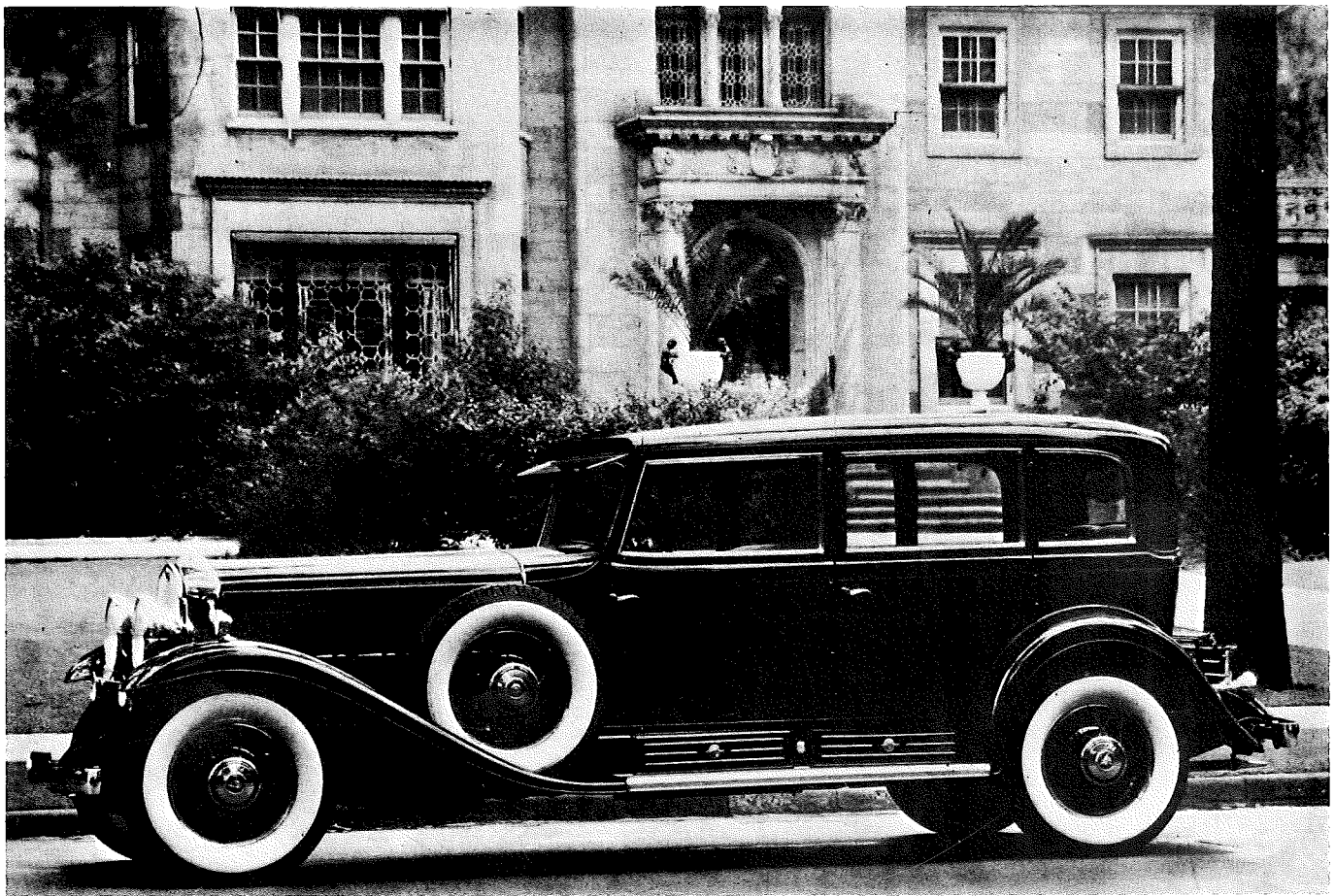


THE BUMPER GUARDIAN

PACIFIC NORTHWEST REGION
PERRY D. and DAPHNE FOWLER, Editors

CLASSIC CAR CLUB OF AMERICA
1139 SHOREWOOD DRIVE, BREMERTON, WASH. 98310



SUMMER — 1970

THE BUMPER GUARDIAN

Pacific Northwest Region

Perry D. & Daphne Fowler, Editors &
Publishers

Classic Car Club of America

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Jerry McAuliffe

Membership

Bill Fowler
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Mall Shows

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MANAGERS MEETING
18 February 1970

The February meeting of the Board of Managers was called to order by Director Phil Schwarz. Present were Directors Dahl, Kyle, Klineburger, Schoenfeld, Fowler, Dennis and guests Hugh Russell, Russ Keller and George Shufelt.

Secretary Dennis read the meeting minutes of the January 21 Managers meeting, which were approved as read. It was reported that a total of 51 members have renewed their dues for 1970 with 20 yet to come in.

Treasurer Paul Kyle reported the current balance in the club treasury is \$712.31.

CARAVAN - Herb Schoenfeld reported that as of this date there are a total of 72 paid reservations on hand, and that the committee will confirm to a total of 75. Phil advised that he had sent a telegram to the National advising of this fact, and thanked the committee for a job well done. A discussion followed of various Caravan arrangements currently being finalized and Keller advised that the ferries are handled and that he is working on the Customs clearance details. He further advised that the various oil companies contacted are not interested in promoting the Caravan. Bill Fowler reported that he plans to drive the entire Caravan route in the near future, and will proceed with the development of maps and the fabrication of arrow signs to be placed along the route. The AAA will furnish a truck for use in the Caravan with no driver, and Hal Dahl volunteered the loan of a car trailer to assist with break-downs.

Phil reminded the Managers of the upcoming potluck to be held on March 8. New members have been sent a special invitation, and RSVP's should be sent to Judy Shufelt.

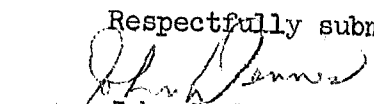
April 17 Stag - Dahl advised that his co-chairman Dr. Staatz will be in Europe at this time and will be unable to participate. Hal then advised that due to a conflict in dates, it is unlikely that he can, himself, attend. Some discussion followed of the procedure for conducting the proposed auction, and it was decided that attendees from outside the Region should also bring parts for the auction. Phil will resurrect the list of attendees from last year's stag for the mailing of a special invitation. The suggestion was made that for every dollar a donated piece brought at auction, the donor becomes eligible for a coupon good for a drawing for a prize. It was later decided that everyone who donates a part to the auction, regardless of the amount it brings, will be eligible for the drawing.

Alderbrook - Phil advised that he is currently taking reservations and that the price of a cottage will be \$30.00 and a lenai, \$25.00. Dahl discussed the need for reminder bulletins to insure a good turnout for this event.

Concours - Phil discussed the various featured exhibits at the Seattle Concours, the advertising and promotion being utilized, and the hope for good attendance by Regional members. George Shufelt reported to the Managers that the costs to the club of featuring an audio slide film featuring classic cars at the Concours, would be approximately \$70.00 over the three days. It was finally decided that due to the lack of time to properly develop the presentation and the problem of staffing the exhibit, this idea would be abandoned for this year's show.

The meeting was adjourned at 9:15 p.m. and the group retired to another room to view a slide presentation by George Shufelt. Due to technical difficulties with the projector the slides were not seen.

Respectfully submitted,


John C. Dennis
Secretary

MANAGERS MEETING
8 April 1970

The April meeting of the Board of Managers was called to order by Director Phil Schwarz at 7:30 p.m. Present were managers Dahl, Klineburger, Irwin, McEwan, Hooper, Schoenfeld, Kyle and guest, Ron Bloom.

The minutes of the February meeting were read and approved and the Secretary reported that 58 members have renewed their memberships for 1970. Reminders are currently being mailed to those who have not renewed from 1969.

Treasury Report - Paul Kyle reported the current balance in the treasury is \$1,003.71.

Concours - Phil reported that a small profit may be realized on the Seattle Concours, but that it is doubtful if a show will be held in Seattle next year due to the drop in attendance.

Alderbrook - It was determined that due to poor projected attendance, the Alderbrook meet will be cancelled.

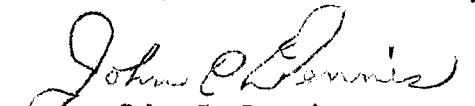
Annual Stag - Hal Dahl covered details of the April 17 stag, and specific work assignments were made. Flyers have been mailed to the various clubs in the area to assure a good turnout for the dinner and auction.

CARAVAN - Al McEwan reviewed the progress being made in completing the various arrangements for the Caravan. It was proposed that maps be prepared covering the route for each day of the Caravan, and Dick Hooper will contact AAA for assistance in map preparation. Hal Dahl will investigate parking while in Enumclaw at the the Masonic site. Some discussion followed of the problem of visitors requiring transportation of excess luggage, and it was determined that the club will be unable to provide assistance in this regard, since the only modern car in the Caravan will be the lead car, operated by George Shufelt.

Phil discussed two letters received from groups requesting that members' cars be made available for display and for the transportation of several club dignitaries. Herb Schoenfeld discussed the need for someone in the club to be solely responsible for determining those events in which the club will provide cars for display and advertising purposes. It was pointed out that often, little benefit accrues to either the club or the member's car with such use, and that good judgment must prevail in selecting those events in which the club will participate. Phil will answer the two communications received, as he deems appropriate.

There being no further business, the meeting was adjourned at 10:00 p.m.

Respectfully submitted,


John C. Dennis
Membership Secretary

MANAGERS MEETING
13 May 1970

The May meeting of the Board of Managers was called to order by Director Phil Schwarz at 7:30 p.m. Present were managers Klineburger, Fowler, Manello, and Hooper, and guests McEwan, Keller, Carman, Duffy and Bloom.

The minutes of the April 8 meeting were read and approved.

The Treasurer's report was made by Al McEwan in the absence of Paul Kyle. Current balance in the club treasury is \$994.71, of which \$541.04 is in savings. There are no outstanding bills.

Regional Stag - Although the headcount was down, the club realized approximately \$100.00 profit, and Phil remarked that many favorable comments were made on the outstanding movie presentation.

Activities

June 28 Regional Rally - A rally is planned for Regional members at the Admiralty Inn at Port Ludlow. This will be a one-day affair with a picnic and full use of the Inn's facilities.

Tacoma Mall Display - Phil reported that the display is set for September 18 and that the display of Regional cars will be worth \$450.00 to the club treasury.

June 13 Shrine Convention - Phil reported that he has received a check payable to the club for \$75.00 for the use of three members' cars for transporting a number of Shrine officers from the Olympic Hotel to the Italian Village Restaurant. Phil will co-ordinate the use of members' cars for this event.

July 19 Soap Box Derby - Gene Klineburger was requested to look into the request from Derby officials for the use of cars to transport participants and officials.

Local Judging Meet - Tentatively planned for August 30. Joe Carman graciously offered the use of his home for the meet, and the co-chairmen appointed are Dick Hooper and Bill Fowler.

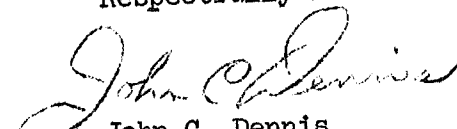
Concours - Phil reported that the Concours Board voted to have another Concours in spite of the decreased attendance experienced this year. The show will probably be cut to three days, with the possibility of a swap meet held in conjunction with the show.

CARavan - A critique of Caravan plans was made, which covered the complete activity schedule from beginning to end. Al McEwan stated that he is extremely optimistic for an outstanding Caravan, with all details falling into place very nicely. Room packets have been mailed to participants for room selection at the various facilities, with a complete itinerary listing. The next mailing will contain a detailed listing of participants and their cars.

The next board meeting will be held Wednesday, June 3rd, at the Terrace Restaurant, Lakewood Center, Tacoma.

There being no further business, the meeting was adjourned at 10:30 p.m.

Respectfully submitted,


John C. Dennis
Secretary

The Following article was taken from The Cadillac LaSalle Club Bulletin "Self Starter" Volume VI March 1964 Number 5: This bulletin was sent to us by Phil Schwarz. It was originally mailed to John E. Jenner, Hood Canal, Potlatch, Wash.

Which one is the real

"MADAM X" ? Neither of them !

Here, for the first time, are the facts concerning the true identity of this famous beauty. Was she a reality or just a dream? If she existed, who discovered her? Or, was she a creation from the mind of a man endowed with that special artistic creativity that fires the imagination of all who behold?

THE MADAM X

by Norm Uhler

with extraordinary assistance from Dave Holls

I clearly recall the year 1955 as it was then that I first heard of and saw a V-16 Cadillac. In the quiet town of Warren, Ohio there were few who had known that such a car was produced. None had been owned there, and it was just enough out-of-the-way that it is possible that none had ever been in the town.

An older friend called me this day to tell me that he had just brought something home that he knew I'd like to see. Arriving at his house I stood amazed looking at a 1931 Cadillac V-16 Five Passenger Coupe, Style #4381. I had never in my life seen an engine so beautiful and massive in an automobile. Many visits were made just so I could look at that unbelievable piece of machinery.

Nearly a year later my friend called and offered to sell me the car. Nothing could have been further from my mind at the time. However, we worked out a deal and I owned the car. It had chrome moldings around the windows, but it lacked nearly all other trim because it had been stripped several years earlier to finish off a phaeton. Someone told me that because of the chrome moldings the car was a MADAM X. Now that sounded impressive and, wrong as could be, I told everyone else that the car was a MADAM X.

In moving to Detroit in 1957 I encountered people of the classic field that knew more than just a little about Cadillacs. Through endless conversations I became convinced that the car was not a MADAM X, but it was somewhat of a mystery as to what was this so-called MADAM X. Even when we formed the Cadillac-LaSalle Club in July of 1958, and I was surrounded by people who were quite expert on Cadillac, nobody could give me a description of what marks distinguished the MADAM X.

During the five years from 1958 through most of 1963 I collected enough wrong information about the MADAM X to fill a book. The part about the squared chrome moldings held up well until I mentioned that my car had them but it wasn't a MADAM X. The big problem was that mine (until today's mail where Jon Lundberg of Berkeley, California just got the only other one from England) was the only Style #4381 known to exist in this country, and nobody was known to possess a real MADAM X. So the mystery deepened. How could you positively identify the elusive MADAM X ?

Following a meeting of the Board of Directors in the Fall of 1963 the subject came up again. This time Dave Holls was there and, after one thing led to another, we stumbled upon the truth. The answer, beyond any question, was found in the factory Parts List - something which I had for nearly five years.

THE MADAM X

The Cadillac Motor Car Division Parts List shows the following to be the MADAM X Styles:

1930-31 Model 452 & 452A V-16

4130	5 Passenger Imperial
4130 S	5 Passenger Sedan
4155	5 Passenger Cabriolet
4155 C	5 Passenger Imperial Cabriolet
4155 S	5 Passenger Sedan Cabriolet
4161	5 Passenger Close-Coupled Sedan
4161 C	5 Passenger Close-Coupled Sedan
4161 S	5 Passenger Town Sedan
4175	7 Passenger Imperial
4175 C	7 Passenger Imperial Sedan
4175 S	7 Passenger Sedan
4476	2 Passenger Coupe (Madam X Windshield)

1933 Model 370C V-12

5455 5 Passenger Imperial Cabriolet

1933 Model 452C V-16

5555 5 Passenger Imperial Cabriolet
5565 7 Passenger Imperial Sedan

I believe that at this point I will make an assumption. Unless the factory built one of the cataloged MADAM X Styles it did not get into the Parts List. This is based on the fact that we have catalog drawings that apparently meet the MADAM X description but are not shown in the Parts List. Additionally, we have factory photographs of nearly all the MADAM X Styles shown in the Parts List but have not found any for those which evidently were not built. This appears to be decisive proof of which MADAM X Styles were built.

Several things are strange points to ponder. If Style #4476 has the MADAM X windshield along with chrome window moldings, why isn't it a true MADAM X? Why were chrome window moldings used on at least two other coupe styles if the moldings were a feature of the MADAM X? Weren't there any 1932 MADAM X styles? Evidently none were built. How did that one V-12 MADAM X Style #5455 get in there in 1933? Have you ever seen a sales catalog that listed or explained the MADAM X?

The July 14, 1930 factory price list shows that the MADAM X styles ran just about \$1,000 more than the comparable regular style. Still, the highest priced MADAM X was Style #4175 at \$7525, which is a lot less than the Town Cabriolets, Limousines, or Broughams that went up to \$9700 and higher.

THE MADAM X

Just what is this windshield thing with the MADAM X? Let's take a look at the 1930-31 Cadillac V-16 windshields. As best I can determine, there were seven different windshields as follows:

1. 7° Slope straight swing out as used on some Town and Brougham styles.
2. 7° Slope V-Type swing out as used on the A.W. Phaeton & some Broughams.
3. 7° Slope V-V Type as used on the 5 Pass. Coupe, Sedans and Imperials.
4. 16° Slope straight swing out used on the Roadster.
5. 18° Slope V-V Type as used on the MADAM X.
6. 21° Slope swing out as used on the Convertible Coupe.
7. 22° Slope divided as used on the 5 Pass. Phaeton.

As you can see, the jump from 7° to 18° on a closed sedan style makes the MADAM X stand out like a diamond under a spotlight. It had more rake to it than the Roadster windshield. Why did they do this? What were they trying to accomplish? The answer is to be found in the Styling Studio.

Let's go back to a year, perhaps two, prior to the introduction of the Cadillac V-16 in January of 1930. This was the peak of the period in which the custom body builder flourished. Money was plentiful and people were spending large sums for one-of-a-kind custom creations. The more money you had - or wanted people to think you had - the greater distinctiveness you sought to attain in your automobile. With the introduction of the LaSalle in 1927, styling had suddenly proven itself as a major factor in the sales success of motor cars. The stodgy designs of American automobiles that had persisted for over a decade would no longer be tolerated by a buying public now familiar with a styled automobile.

The Roadster, Phaetons and Touring cars did have pleasing lines, particularly with the tops down. It was the closed models with their dead-verticle windshields and box-square roof lines that were to find themselves in for the real going-over.

Fleetwood had been acquired by Fisher Body Division of General Motors to produce custom bodies for Cadillac Motor Car. Fleetwood could be commissioned to build on other chassis, but they did not go out after the business as there was sufficient volume with Cadillac to make it a highly successful operation. Mr. Ernest Schebera had been President of the Fleetwood Body Division acquisition. He could readily be identified in a group as he seemed always to be smoking a cigar. His devotion to the meticulous details of construction in Fleetwood bodies was legend. His feeling for styling was in harmony with that of the head of General Motors Styling, Mr. Harley Earl.

Here then was a combination which no other American Manufacturer could match. From the Styling Studio came highly individualistic designs, which could be crafted into reality by a custom builder of the first rank within the same family organization.

THE MADAM X

Mr. Harley Earl, like many of his fellow stylists, was doing all possible to break away from the convention of the past. The triumph of the 1927 LaSalle was behind him and the time was ripe to sway Cadillac and General Motors management to approve further new styling concepts. This, beyond doubt, was not easy to accomplish. It was not a matter of obtaining one man's blessing. Many people entered into the final decisions, and you had to sell them all - or at least those that held the reins.

The front windshield post on the sedan styles must have intrigued him. Would it be possible to incorporate the graceful narrow side appearance and rakish angle of the open models on the sedan body without sacrifice of structural strength. He put the idea on paper and started a development of this styling concept. With capable assistance from Mr. Vince Kaptur, Head of Engineering - Styling Studio, and Mr. Steve McDaniels, Head of Design Blackboard Room, (he is reported to have later designed those fabulous 1933-34 Hollywood Hubcaps for the V-16) the problems of design to retain structural support and, yet, lend themselves to available manufacturing techniques were solved.

At some point during this development Mr. Earl attended a play at the old Fisher Theater in Detroit. One of the central characters in the plot was named MADAM X. She was different, mysterious, exciting and, above all, the name in itself was intriguing. It captured his imagination and, in turn, he felt certain that this name would have a similar effect on others. Thus, he adopted the pse pseudonym MADAM X for the new style.

With the new Cadillac V-16 under test and development it was appropriate that the MADAM X Styles would be an exclusive for this superlative chassis. It may be redundant, but here was an exclusive custom design to be built by a custom body manufacturer - Fleetwood. Could this have been the start of the famous Fleetwood Custom Series?

Among the first recipients of a MADAM X were Mr. Fred Fisher and his brother, Larry, who was President of Cadillac Motor Car. At least several of the early MADAM X Cadillac V-16's had stainless steel moldings in place of paint stripes. These were painstakingly sweat-soldered in position. If you could find one of these cars today, you wouldn't need to have it restriped. Some of these cars also had gold-faced instruments, and it is said that the first stainless steel spoked wire wheels were incorporated by utilizing snap-on stainless steel caps.

We do not know, at this time, of the existence of any of the MADAM X Style cars. If you have one or know of one, please write to me. Black and white photographs would be greatly appreciated.

In this article we have shown you at least one of each of the basic MADAM X Styles that were supposedly built. We would like to hear from you, if you have additional information that would be of interest to the membership. I extend special thanks to Dave Holls for sticking with me through this mystery.

COVER PHOTO - this issue of The Bumper Guardian is one of the various pictures from this article. This is the MADAM X Style Sedan as is typical in Styles #4130 and #4175.

CALIFORNIA HERE WE COME

Yosemite Western RROC - May 17-18-19

Le Circle Concours d'Elegance, Los Angeles - May 24

Pebble Beach Concours d'Elegance - May 30

Sylvia and Herb Schoenfeld in their PII RR Continental

The setting for the Yosemite National Park, Western RROC Meet, is about the finest in the world. The grades to get into the Park were not too tough and the Ahwahnee Inn is one of the finest tourist spots in the West. Forty Six cars were on hand for the judging and the Schoenfeld and Davies' PII's really stole the show. The Robert Davies' PII Drophead Coupe, with chrome wire wheels and a recent professional polished motor took the Judges Choice. The Schoenfeld PII took first in the class and the Ladies Choice. Maybe some of you remember Bill Gerahty and his 1956 Silver Wraith Hooper seven passenger Limousine. This car took the Special Interest trophy. The oldest car at the meet was Ken Anderson's 1922 Springfield Oxford Tourer. Another interesting car was the PI owned by Ted Bacon of Gardnerville, Nevada, a very fine Stratford Coupe by Brewster, that he brought to the meet via a huge van. If you want a spotless car on arrival at a meet, that is the only way to do it. Ric Masten of Stockton was the Meet Chairman and really put on a very fine showing. The food was great, the surroundings the finest, the cars the best, and of course the weather was perfect. So, what else is needed to have a perfect meet?

The next stop on the trip was the Los Angeles Concours d'Elegance held on Sunday, May 24th at the Ambassador Hotel. There were ten classes of cars with eight in each class. The absence of Antiques, Model "T"s and Vintage cars was very noticeable. The Classics and Sports cars really was the show and they were very carefully selected. The most outstanding car at the Concours was the 1911 Jim Leake Silver Ghost Rolls, one of the finest cars ever shown. Imagine a car beating out a Bill Harrah 1910 Silver Ghost Tourer, that was brought in via Van and spotless. Well, it was not in the class of the Leake car. Strange as it may seem along with the Concours was a display of paintings in quite a large area and many of these were sold to the benefit of the Concours. Again, the weather was perfect for an outdoor Concours, and this one in particular was very colorful.

The Pebble Beach-Carmel stop for the May 30th Concours was the best one of all. The setting for the Concours on the edge of a golf course with a beautiful Lodge is just made to show the fine cars that were driven in for the show. Again it was noticed that the Antiques, Model "T"s, Model "A"s, etc. were absent - mainly Rolls Royces, Classics and Sports Cars. The "Best of Show" went to the 1931 Daimler Royal with it's 12 cylinder motor owned by Jack Nethercutt of Los Angeles. The runner-up for this award was Bob Davies' PII Rolls Royce that the Schoenfeld Rolls again had to compete against. So, naturally the latter car came in second. The Lucius Beebe award went to D. B. Boothe, Jr. with his 1964 Rolls Royce PV Touring Limousine. In the Classic Car Prewar American-closed - First was a 1929 Duesenberg "J" Town Limo. of George Newhall; Second a 1942 Lincoln Continental Coupe of William Schmidt and third, a 1940 Packard 180 Club Sedan of Jim Hollingsworth. In the Classic Prewar American open, First Harold Crosby's 1930 Packard 745 Sport Phaeton. By the way, this car is for sale if you are interested, a mere \$45,000; Second, 1929 Auburn 120M Boattail Speedster owned by Phillip Sledge.

Herb and Sylvia's story continued -

The third place went to Bob Estes with his 1933 Duesenberg J Murphy Roadster. How would you like to judge the Rolls Royce section with 22 ultra fine cars or the Bentley class of seven cars? As fine a showing of cars in Los Angeles, this showing was much higher class in quality cars. Some say that the majority of the cars in Los Angeles and at Pebble Beach were over-restored, but there are arguments on both sides. At these meets one finds dozens of cars with chromed spoke wheels and professionally polished motors. A Concours lends itself to over-restoring as compared to judging at a Classic, Rolls Royce or Antique car meet. Regardless, Quality is there and the cars were really tre beautiful.

As far as the Schoenfeld PII on the road and covering 2,807 miles with a gas consumption of 7.52 miles per gallon, the car never ran better. No trouble of any kind except one flat tire and, after calling the AAA, the car was on its way in less than an hour. Also, it's amazing that in the extreme heat of over 100 degrees in the valley the car never over-heated.

A number of the cars at the three meets will be in the Northwest for the July 25th CARavan, so you'll get a chance to see some of them. A parting shot....don't worry about OVER-RESTORING your car!

Port Ludlow Tour & Picnic - June 28, 1970

The Port Ludlow tour and picnic was quite well attended considering that we were threatened with rain, and did get a few sprinkles. Ten cars were present. The area is beautiful and secluded and would be a nice spot for another meeting later this summer.

The following cars and families were present:

- 1934 Bentley 3 1/2 Litre 2 dr. Brougham - Freestone & Webb
Russ Keller & Family, Bellevue
- 1933 Rolls Royce 6, PII Sedan Coupe - Gurney Nutting
Alan McEwan & Family, Bellevue
- 1953 Bentley 4 1/2 Litre R Type - Parke Ward
Lawrence & Georginna Page, Renton
- 1934 Lagonda 4 1/2 Litre M45 Tourer
Mr. & Mrs. Bob Irwin, Seattle
- 1936 Mercedes Benz, 8, 540K Coupe - Sindenfinger
Mr. & Mrs. Gene Klineburger
- 1934 Pierce Silver Arrow V-12, Model 1240A
Perry D. & Daphne Fowler, Bremerton
- 1933 Rolls Royce 6, Sports Saloon - Hooper
Mr. & Mrs. Howard B. Matlock
- 1939 Bentley 6, 4 1/4 Litre All Weather Conv. Sedan - Vanden Plas
Mr. & Mrs. Joe Carmen & Family
- 1939 Packard, V-12, 1708, Touring Cabriolet - Brunn
Mr. & Mrs. Phil Schwarz & Family, Mercer Island
- 1931 Rolls Royce 6, PII, Sedan Coupe - Carlton
Herb & Sylvia Schoenfeld, Mercer Island

Mr. & Mrs. Paul Kyle and their little boy were there. Three fourths of the Classic cars present were foreign right hand drive.

The following article is taken from "Competition Press & AUTOWEEK" Newspaper, February 22, 1969:

ELECTROPLATING QUALITY IS COMMON COMPLAINT AMONG ANTIQUE RESTORERS

By Tim Howley

Poor work by professional platers is one of the more common complaints among antique and classic car restorers today.

Many restorers fail to realize the plating work can be no better than the piece presented to the plater. Apparently many one-time restorers are naive enough to believe professional plating shops have the time to prepare the pieces properly for plating. Some even think platers are eager to work on old car parts, rather than far more profitable new work, which need not stand close inspection.

Some of the country's top restorers advise: "Make the bare metal to be plated as flawless and shiny as the job you want done."

The finished piece the plater returns will look no better or worse than the raw stock the restorer presents him, save a bare 1000th of an inch of plating. Even three coats of plating will not fill the tiniest pit or cover one single flaw in preparation.

Perfect preparation is 99 percent of a perfect plating job.

No plater in business to make a profit today can afford to spend time in making preparation absolutely mirror-like.

The job begins with the restorer cleaning the surface of the old chrome with a vapor degreaser. Next bathe the piece or pieces in Muriatic (hydrochloric) acid to remove all traces of the original chrome, nickel and copper. Buff the parts until there's a reflection in them and until they are completely smooth and even. Practice buffing on a few pieces of waste metal before tackling the actual parts.

Don't buff away too much of the surface, the valleys created will only be magnified in the plating process and day light. Pitted or worn areas can be built up with solder or weld, using a metal as similar to the original as possible. Dissimilar base metals show up glaringly different when plated.

Repair cracks with silver solder or brazing. Soft solder can be used, but is likely to melt out under the heat developed in buffing.

PLATING POT METAL

A word of caution against plating pot metal. There is no kind of plating which will hold to old pot metal for any length of time. Many restorers have tried various techniques, and as far as is known, all have failed. Several restorers say it is cheaper in the long run to have new pieces cast, usually

Plating - Continued

from brass. Pot metal parts also are extremely difficult to solder or weld, if not impossible.

Actual plating consists of two or three applications. First, copper plate is applied for corrosion protection, after which the restorer must again buff, returning the pieces to the plater for the nickel application.

If the car was nickel plated originally, it is possible to stop at this point. Chrome plating cars which were originally nickel plated means a slight penalty in national competition, although popular opinion among restorers is to chrome plate even though it is incorrect. Their reasoning is nickel will tarnish easily and takes hours to polish. The only reason the early cars used nickel was there was no chrome.

Chrome plating is the third and last step. The nickel must be buffed thoroughly if it is to be chromed. By the time this step is completed, total thickness will be between .002 and .003 of an inch.

A thicker plating for high exposure areas, such as bumpers, can be specified. On interior parts, the plate can be thinner.

To have the car ready for showing in the early summer, plating work should be done in the fall or early winter - January through June is the busiest time for most platers.

Give platers plenty of time as they frequently hold pieces for six weeks for each plating application. Add to this the preparation time for each step of the way.

A professional plater can't be expected to do any of the preparation. He can ill afford to. The plater will be glad to give all the advice on preparation needed, including advice on welding and filling, but the restorer will have to do the work.

The plater will be far more accommodating if he can see preparation is as good as it should be, making his plating job of equal high quality.

Your Editor's Note: POT METAL CAN BE WELDED, if you have a good welder

with knowledge of the latest techniques. I have welded quite a number of pot metal parts, myself. Some of the pot metal items such as inside and outside door handles have held the chrome quite well for a number of years.

Very badly pitted items such as heavy bumpers, etc. should be ground down as evenly as possible with very coarse grit, then ground and buffed with various grits to 400 grit, which puts a very fine finish on the metal.

As much preparation should be done as possible prior to going to the plater (even though some platers ask you not to - the reason being that some work is not ground properly) for they most certainly will not bother with it.

The following article taken from a recent SALUTE from the Puget Sound Naval Shipyard: (This applies to modern tires.)

CAUTION!

USING RADIAL TIRES COULD BE DANGEROUS

Editor's Note: The following article, appearing in the Strategic Air Command Safety Bulletin, points out a little known fact about the new radial tires, which should be important to every car owner contemplating purchase of such an item.

* * * * *

Recently, an airman lost his life in a private motor vehicle accident. Investigation revealed that the car was equipped with a radial tire on the right front wheel, and conventional tires on the remaining three wheels. This condition was considered a significant factor in the accident.

It was suspected that the radial tire held a true track while the conventional tires lost traction and caused the skid that resulted in a head-on collision. Conclusion: the mixing of radial and conventional tires is a safety hazard.

Preferably, radial tires should be installed on all four wheels. If only two radial tires are installed, they should always be used on rear wheels. Radial tires should never be installed on the front wheels with conventional tires on the rear.

The basic design of radial tires is such that when you turn the steering wheel they immediately take up the new tire heading without the normal side deflection of conventional tires. This would produce a skid in the case of conventional tires on the rear and radial tires on the front. The use of only one radial tire on the front is highly dangerous, even under ideal road conditions.

Your

EDITOR's Note: Radial tires are excellent tires and are being made in France, England, and Japan. Recently U.S. rubber companies have started experimenting in making them. All of the Jaguars in our family are equipped with Radial tires, and we like them very much. Their ability to hold the road is excellent. Snow tires should also be Radial. P. & D. F.

* * * * *
* PLEASE NOTE: The information that we received concerning two formal banquets
* on Orcas Island and Seattle during the Puget Sound International
* CARAVAN is erroneous. Clothing will be casual - with coat &
* tie for men for banquets; non fussy cocktail dress for women for
* banquets.
* EDITORS & DIRECTORS OF OTHER REGIONS please note and inform
* participants from your regions.
* Not being required to carry these items saves some on space in
* our classic cars.
* * * * *

The following article taken from: The HUB CAP Newsletter of the Wisconsin Region C.C.C.A. - May-June 1970 issue.

EDITORIAL

Now that the summer season is fast approaching it is tour time. Even this early it becomes obvious a slight refresher course on tour manners is in order.

I suspect the first mistake many tour afficianodos make is spelling. They spell tour--RACE. I hate to tell you, Charlie, but they do not give a prize for the first one in. Don't worry, fella, we will save you a place at the bar. Now that we have slowed you down to a canter this will give you a chance to enjoy nature. I know you are so busy watching the oil pressure, the ammeter, the speedometer and the loose door one seldom gets a chance to look out the windshield. Well, if you can't look you can always listen. The song of the birds, the lowing of cattle, the sweet words of your wife complaining of the drafts and dust, no Charlie, you mean you are listening to that faint knock that came up when you tried to drag the "26" Franklin. And you're listening to the chirp in the rear wheel and the clunk when you back up. Well, so much for nature; let's get back to tour manners.

Try to leave enough space between you and the car in front of you for the modern iron to sneak in, especially when he passes you on a blind hill. It doesn't matter anyway because he isn't looking at the road. He is ogling that crazy guy in the old car- the one with the faint knock and the chirp in the rear wheel. And, by the way, allow a little extra room for our passing friend, because sure as there will always be a Packard, as soon as he sneaks in ahead of you, the S.O.B. will hit his brakes so he can get a better view of your car in his rear view mirror. He also likes to see your face turn purple and your veins stand out when you try to get 6,000 pounds of classic slowed down enough to stay out of his rear seat.

On the properly run tour your primary responsibility is the man behind you; not the man in front of you. So when you can tear your eyes off the oil guage, keep the man behind you in view. If he slows down, you slow down, and this should proceed thru the whole tour which will return it to a social event, from a grand prix.

If you see a fellow tourer by the side of the road do not assume it's congenitally weak kidneys. Stop and offer a hand. Even if you can't do much it might be a marvelous opportunity to purchase a classic cheap. By the way, when you see a car at the side of the road and the poor guy with the engine half torn down, never suggest that he probably just ran out of gas. You are very likely right, but he will never forgive you. Most men being modest creatures never allow anyone but their wives to see them in a state of complete stupidity.

There are many ways to endear your self to the motoring problems in general. Here are a couple that always work. Always allow both lanes of traffic to enjoy your car by staying in the center lane. It will give both of you a thrill when some driver is passing at 80 and suddenly comes upon you in a passing lane at 50. Go ahead, tell him it's more of an accomplishment for your beast to go 50 than his to do 80. Another friend maker is on an overnighiter, about 2 A.M., after you have run out of bull at the bar, take Charlie over to the motel and let him listen to you rev up your car. It's especially pretty when you blew the muffler pulling in...

Now I know none of us are guilty of any of these indiscretions, but you can always pass on this article to a friend. Use a plain envelope. See you on on tour Charlie!

Ralph Goldman

LUBRICATION POINTS, 58

LUBRICANTS REQUIRED, 8

3-D

Serial No. 700,001

MODEL-452

YEAR-1930-31

CADILLAC V-16

MOTOR		MOTOR OIL RECOMMENDATION				CAPACITY (Qt.)	DRAINING INTERVALS
TYPE	MODEL	Below +15°	+15° to +35°	+35° to +90°	Hard Driving Above +90°		
V-16 Cylinder	452	S. A. E. 10	S. A. E. 20	S. A. E. 40	S. A. E. 50	10	1000
TRANSMISSION		LUBRICANT RECOMMENDED				CAPACITY (Pts., Lbs.)	DRAINING INTERVALS
TYPE	MODEL	Below +15°	+15° to +45°	+45° to 90°	Above +90°		
Synchro Mesh	452	S. A. E. 90	S. A. E. 110	S. A. E. 160	S. A. E. 160	6	5000
DIFFERENTIAL		LUBRICANT RECOMMENDED				CAPACITY (Pts., Lbs.)	DRAINING INTERVALS
TYPE	MODEL	Below +15°	+15° to +45°	+45° to 90°	Above +90°		
Spiral Bevel	452	S. A. E. 90	S. A. E. 110	S. A. E. 160	S. A. E. 160	6	5000
UNIT	TYPE	No. Places	LUBRICANT		INSTRUCTIONS		
DISTRIBUTOR	Shaft Fitting Oilers	1 2	Chassis Lubricant Motor Oil S. A. E. 20		2 shots every 1000 miles. Also few drops oil in oiler and hole in cam.		
WATER PUMP	Grease Cup	1	Water Pump Lubricant		Fill cup, turn down 1/2 turn every 1000 miles.		
FAN HUB BEARING	Plug	1	Chassis Lubricant		Remove plug, substitute fitting, 1 1/2 to 2 oz. every 5000 miles.		
GENERATOR	Oilers	2	Motor Oil S. A. E. 20		Few drops every 1000 miles.		
STARTER	Oiler	1	Motor Oil S. A. E. 20		Few drops every 1000 miles.		
CLUTCH REL. BEAR.	Grease Cup	1	Wheel Bearing Light		Fill cup; turn down 2 turns, every 1000 miles.		
STEERING GEAR	Plug	1	Gear Oil S. A. E. 250 E. P.		Fill to plug level every 1000 miles. Avoid pressure.		
UNIVERSAL JOINT		0			Lubricated from transmission.		
SPRING SHACKLES	Fittings	15	Chassis Lubricant		Every 1000 miles.		
CHASSIS POINTS		22	Chassis Lubricant		Front brake shafts 4, king pin 4, tie rod 2, brake cross shaft 4, rear brake shafts 4, drag link 2, clutch release shaft 2, every 1000 miles.		
FRONT WHEEL BEAR.	Ball Bearing	2	Wheel Bearing Light		Remove and repack every 5000 miles.		
REAR WHEEL BEAR.	Ball Bearing	2	Wheel Bearing Light		Remove and repack every 5000 miles.		
SPRINGS	Covered		Graphite Medium		Repack when necessary.		
Brake Booster Cylinder	Plug	1	Cleanlube		1 1/2 to 2 oz. injected in cylinder every 5000 miles.		
BRAKE CAM AND TRUNNION BEARING	Plug	6	Wheel Bearing Light		See Notes.		

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LUBRICATION POINTS, 52
LUBRICANTS REQUIRED, 7

CADILLAC V-12 and V-16

Serial No. V-12, 1,300,001 and Up
Serial No. V-16 1,400,001 and Up
MODEL—370B&C, 452B&C
YEAR—1932-1933

MOTOR		MOTOR OIL RECOMMENDATION				CAPACITY (Qts.)	DRAINING INTERVALS
TYPE	MODEL	Below +15°	+15° to +35°	+35° to +90°	Hard Driving Above +90°		
12 Cylinder	370-B, 370-C	S. A. E. 20	S. A. E. 30	S. A. E. 40	S. A. E. 50	9	1000
16 Cylinder	452-B, 452-C	S. A. E. 20	S. A. E. 30	S. A. E. 40	S. A. E. 50	10	1000
TRANSMISSION		LUBRICANT RECOMMENDED				CAPACITY (Pts., Lbs.)	DRAINING INTERVALS
TYPE	MODEL	Below +15°	+15° to +45°	+45° to 90°	Above +90°		
Synchro Mesh	All	S. A. E. 90	S. A. E. 110	S. A. E. 160	S. A. E. 160	4½	5000
DIFFERENTIAL		LUBRICANT RECOMMENDED				CAPACITY (Pts., Lbs.)	DRAINING INTERVALS
TYPE	MODEL	Below +15°	+15° to +45°	+45° to 90°	Above +90°		
Spiral Bevel	All	S. A. E. 90	S. A. E. 110	S. A. E. 160	S. A. E. 160	6	5000
UNIT	TYPE	No. Places	LUBRICANT		INSTRUCTIONS		
DISTRIBUTOR	Oiler Fitting	2	Motor Oil S. A. E. 20 Chassis Lubricant		Few drops in oiler every 1000 miles. Lubri- cate fitting sparingly.		
WATER PUMP	Grease Cup	1	Water Pump Lubricant		Turn down 2 turns every 1000 miles.		
FAN HUB BEARING	Plug	1	Chassis Lubricant		Substitute fitting and insert 1½ to 2 oz. every 5000 miles. Replace plug.		
GENERATOR	Oilers	2	Motor Oil S. A. E. 20		Few drops every 1000 miles.		
STARTER	Oiler	1	Motor Oil S. A. E. 20		Apply 2 drops every 1000 miles.		
CLUTCH REL. BEAR. CLUTCH REL. FORK	Grease Cup Grease Cup	2	Wheel Bearing Light Wheel Bearing Light		Fill both cups, turn down ½ cupful every 1000 miles.		
STEERING GEAR	Worm and Sector	1	Gear Oil S. A. E. 250 E. P.		Fill to plug level every 1000 miles. Avoid pressure.		
UNIVERSAL JOINT	Covered	0			Lubricated by transmission.		
SPRING SHACKLES	Fittings	11	Gear Oil S.A.E. 250 or Semi Fluid Chassis Lub.		Lubricate every 1000 miles.		
CHASSIS POINTS	Fittings	28	Gear Oil S.A.E. 250 or Semi Fluid Chassis Lub.		Shock lines 4, king pin 2, front brake lever 2, (see notes), tie rod 2, ride regulator rocker arm 2, brake cross shaft 6, rear brake shafts 6, drag link 2, pedal shaft 2, every 1000 miles.		
FRONT WHEEL BEAR.	Ball Bearing	2	Wheel Bearing Light		Remove and repack every 5000 miles.		
REAR WHEEL BEAR.	Ball Bearing	0			Lubricated by differential.		
SPRINGS	Covered		Gear Oil S. A. E. 160		Insert fittings, lubricate every 5000 miles. (See notes).		
BRAKE ASSISTER	Plug	1	Cleanlube		Insert 1 oz. every 5000 miles. (See notes.)		

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The following ad was taken from THE DASHBOARD MAY - JUNE 1970

Mike Lama needs room so he offers the following rare items for sale:

1. Rolls-Royce Headgaskets (PI, PII) \$25.00 each.
2. Rebuilt Packard 8 or Su8 Radiator at a mere \$100.00, including straight frame and tanks.
3. Packard 8 and Su8 oil pans in show condition at \$45.00.
4. Packard 8 and Su8 water pumps, Mint at \$29.99 each.
5. Packard, 1938-39 V-12 engine and transmission less some bolt-on parts will sacrifice at \$500.00.
6. Lincoln Continental and Lincoln 12 owners: Have Fuel Pumps in rebuilt condition at \$15.00 each.

Note: Mike offers to have your Packard fuel pumps rebuilt to factory standards at \$30.00 each or any Duesenberg, Pierce-Arrow, Packard, or Stutz carburetor rebuilt at \$30.00 each.

Address all inquiries to:

Mike Lama
3251 North Whipple Street
Chicago, Illinois 60618
Phone: L-312-267-4492.

FOR SALE: The following ad for 4 Pierce Arrows was received by your editors. Here is a buy for those of you who are looking for Pierce Arrows.

1902	Motorette	\$ 7,500.00
1912	5 Pass. Touring Model 48	20,000.00
1920	Roadster Touring Model 48	20,000.00
1933	Silver Arrow	50,000.00

Jane Greene
Woodside Farm, Bennett Road
Angola, New York 14006

FOR SALE: New old stock of following items for Antique and Classic Cars:

Windshield wiper arms & blades (not identified as to kind of car)
Light bulbs (headlight, panel, dome, etc.)
Fuses (all sizes)
Gas line filters
Black gear shift knobs
Contact points

WANTED: 1934 Pierce Arrow V-12 Distributor or repair parts for same. Pierce Arrow photos, pictures, etc.

Perry D. & Daphne Fowler
1139 Shorewood Drive
Bremerton, Washington 98310
Phone: (206) 373-2817

PARTS & SERVICE DIRECTORY
by: Herb Schoenfeld

REPRODUCTIONS:

Vintage Authentic Reproductions
Bill Rader
10115 Montara Ave.
South Gate, Calif. 90280

WIRE WHEEL WASHING BRUSHES:

Pioneer Distributing Co.
Tunnel Road
Marietta, Ohio 45750
\$1.25 each pre-paid. These people
also have fender welt & chrome
"Flying Ladys" for R.R. at \$8.95 each.

STAINLESS STEEL FLEXIBLE CONDUIT:

Antique Auto Electric
9109-2 C East Garney Ave.
Rosemead, Calif. 91770

HARDWARE FOR ANTIQUE AUTO TRUNKS:

Ben Staub
2040 Little York Road
Dayton, Ohio 45414
(send stamped envelope for his free
list)

LEATHER PRODUCTS - REPAIR:

Duncan & Sons
315 2nd So.
Seattle, Wash.
MA 2-1310

SANDBLASTING:

Machinist's Inc.
751 S. Michigan
Seattle, Wash.
RO 3-0990

MAGNETO - COIL REBUILD:

Harold Musolf
8547 11th N.W.
Seattle, Wash.
SU 2-6538

HAND WOOD GRAINING:

Howard Nettleton
1503 49th St. N.E.
Tacoma, Wash. 98422
MA 7-2361 or WA 7-9657

Editor's Note: We wish to thank everyone who has contributed articles, information,
etc. - particularly Herb Schoenfeld. He has sent in tips way
ahead of schedule for every bulletin, and we have never had to
ask for them.

FOR SALE:

8 1/2" x 11" - 16 page Mimeographed Booklets on factory Engineering
Data on the 1935 Pierce Arrow (also applies to 1934 Pierce Arrow),
Models 845 8 cyl. and Models 1245 & 1255 12 cyl - also includes
Lubrication charts for 8 and 12 cylinders - 2 pictures, one of an
8 cyl. & one of a 12 cyl. on front cover. \$3.50 plus postage.

Also small printed booklets on the 1931 Pierce Arrow Engineering
Data. \$2.00 plus postage.

Perry D. & Daphne Fowler
1139 Shorewood Drive
Bremerton, Washington 98310
Phone: (206) 373-2817