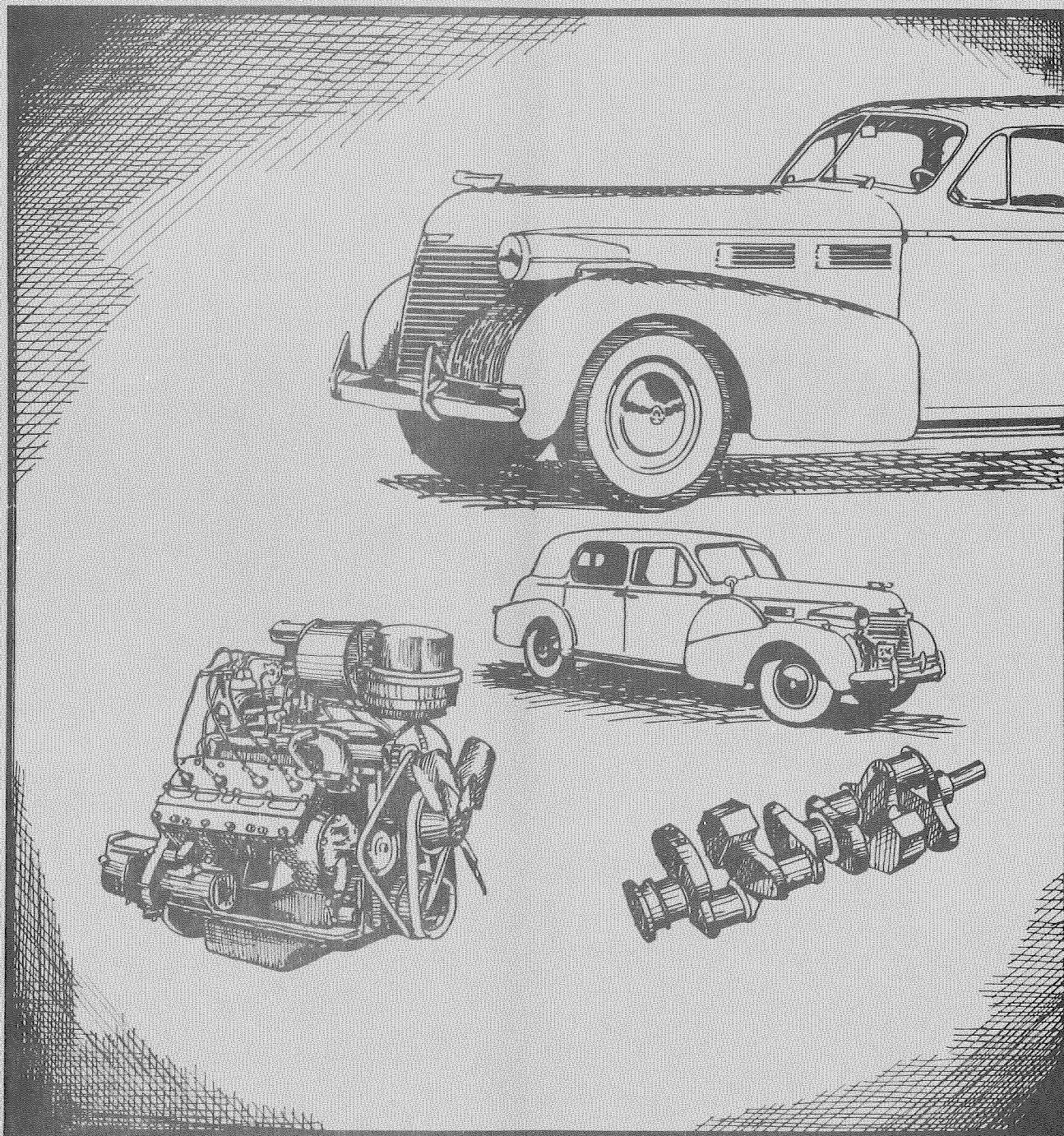


THE BUMPER GUARDIAN

SPRING—SUMMER 1974



THE BUMPER GUARDIAN

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The Pacific Northwest Region was chartered by the Classic Car Club of America in 1963. It is composed of Washington, Oregon, Idaho and British Columbia, Canada.

The Classic Car Club of America is a non-profit organization incorporated under the laws of the State of New York. The Club seeks to further the restoration and preservation of distinctive motor cars produced in the period from 1925 through 1942, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire these finest examples of automotive craftsmanship. The sole requirement for membership is a demonstrable interest in a Classic Car or Cars. Application for membership should be sent to John C. Dennis, Membership Chairman, Pacific Northwest Region, P. O. Box 171 Mercer Island, Washington 98040. National dues are \$13 for Active Members and \$15 for Affiliate Members, Associate Membership dues, limited to the spouse of an Active Member, are \$2. Regional dues are \$7.50 annually.

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THE LAST OF THE RUNNING-BOARD LIMOUSINES

by Ted M. Barber

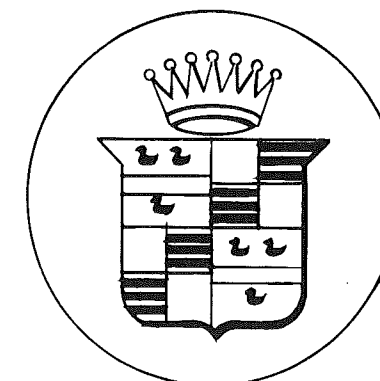
The National Board of Directors of the CCCA is considering a proposal to admit as Classics on a "Please apply" basis, cars made through 1948 which are similar (with minor updating) to their already-Classic predecessors built through 1942. If adopted, this would extend to certain other marques the Classic status now enjoyed by 1946 through 1948 Lincoln-Continentials.

One American car which would be made eligible by this proposal is the 1946 through 1948 Cadillac Series 75 with Fleetwood bodies. This body style first appeared in 1940 as the Series 72, a six-window sedan on a 138-1/2 inch wheelbase, with 140 hp flathead V-8 engine, offered in five- and seven-passenger interior configurations with division window optional in either case. It is similar in appearance to the slightly larger Series 75 sedans, both inside and out, but can readily be identified by the high-mounted tail lights and the chrome strips around each window. The front doors, fenders and several other body parts were shared with the non-Classic Series 62, as were the engine and running gear. In the grille, the 23* horizontal bars of the center portion sweep back from the nose to intersect the strongly vertical catwalk design, side grilles, with tapered headlamps above. The parking lights are mounted atop the fenders. Later in the model year the Series 75 and V-16 (which shared the 1938 style bodies) were gradually phased out, and a formal sedan was introduced on the Series 72 chassis with two interior configurations (different jump seats), blanked-out rear-quarter windows and

*21 on other series

leather-covered roof. The 1,190 Series 72's, 907 Series 75's and 61 V-16's (excluding commercial vehicles) comprised Cadillac's Classic offering for 1940.

In 1941, Cadillac dropped the older-body-styled V-16 and Series 75, and renamed the Series 72 to be the new Series 75 - the top of the line, and Cadillac's only 1941 Classic. The basic body shell was the same as the 1940 Series 72, with 6-window sedans and formal sedans in similar interior configurations, but the cars were much changed, inside and out. The chassis was shortened from the cowl forward, giving a wheel base of 136-1/4 inches. The grille, fenders, bumpers and other identification items were the same or very similar to the other 1941 Cadillacs. The strong horizontal lines of the 1941 grille, with 10 bars in the center and rectangular parking lights filling in the upper corners, make one visual unit around the nose, meeting the flattened fronts of the fenders with their integral headlights. The style of upholstery and the interior appointments differed from 1940, although the wood trim around the windows was retained. As on other 1941 Cadillacs, horsepower was increased to 150 with the same 346 cubic inch displacement and Hydramatic and air-conditioning were offered for the first time. There were 1,894 Classic 75's made that year.



In the 1942 model year, which was cut short by World War II, the entire Cadillac line was restyled with the exception of the Series 75, which had only a few minor changes including new bumper and grille. The 1942 grille has 6 bars, with round parking lights ending the top edges while the lower chrome continues the width of the car. It was the only Cadillac to keep the 1941 style fenders. Power, displacement and major options remained the same. 1,066 Classic 75's were made before Cadillac suspended automobile production to produce war materiel exclusively.

After World War II, Cadillac, like most other auto producers, began making cars which were slightly restyled 1942 models. The Series 63 and Series 67 (the "streamlined" limousine which shared its body with the Buick 90) were dropped, but the four series that were retained included the Series 75. However, the formal sedan was no longer offered and the division window was available only on the seven-passenger model. They produced 596 of these six-window sedans which still had the same basic 1941-42 body shell, with outside running boards, non-overlapping fenders, rear doors hinged at the rear and chrome belt-moldings starting well forward on the hood and extending to the rear of the passenger compartment. Appearance changes included wrap-around bumpers and the new 1946 grille (now down to six horizontal bars) with the parking-signal lights returned to rectangular form and nestled neatly in the grille. The chromed spears on the fenders were removed and replaced by "Cadillac" in block letters and the running boards were narrowed with chrome trim blending them into the fenders. The familiar Cadillac V and crest appeared boldly on the nose of the hood with a similar device on the trunk lid. This

was a greater degree of change than for 1942, but not as great as in 1941. Hydramatic was now a more popular accessory, but air-conditioning was no longer offered. (It reappeared in 1953). Interior styling and construction were much the same as on the pre-war Series 75's. The 346 cubic inch flat-head V-8 was improved as a result of its war service but was still rated at 150 hp.

1947 appearance changes were slight on the 75, as on all Cadillacs. The number of horizontal grille bars was decreased again to five, the front parking-signal lights became round again and were placed directly below the headlights on removable rectangular panels, which allowed for installation of fog or road lamps. Provision for such additional lights was made beginning in 1941 with removable round emblems and thereafter with detachable rectangles next to the grille and appearing more or less integral with it. With these lamps installed in 1947, the smaller round parking lights were removed and the larger rectangular lamps also served as the turn signals. The block letters on the front fenders were changed to script and a different trunk emblem was used. In addition to the division glass in Imperial sedans which had been raised and lowered electrically since 1941, electric-hydraulic window lifts and front seat adjustment were now available. There were 2,198 Series 75 sedans made that year.

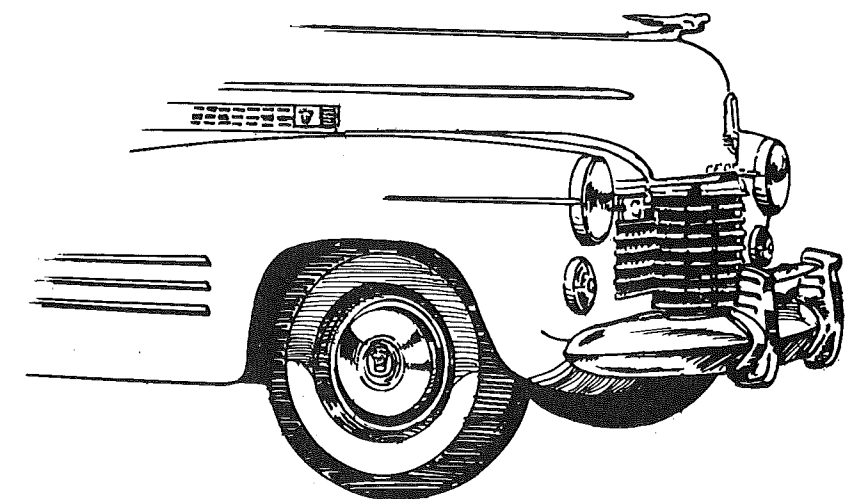
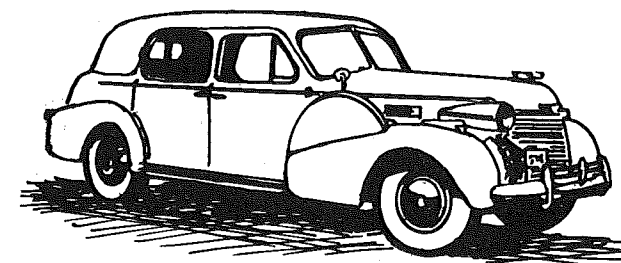
1948 brought great changes to the appearance of most Cadillacs. The 1942 styling was dropped on all series (except the 75) and replaced by the controversial finned design. The 75 remained essentially the same as in 1947. 1,108 potential Classic 75's were produced.

In 1949, a new overhead valve V-8 engine was introduced on all Cadillacs.

This engine produced 160 horsepower from 331 cubic inches and was much lighter than the 346 flathead. The basic 1948 styling was retained with a new grille for all series except the 75. Although the appearance of the 1949 series 75 was virtually the same as in 1947 and '48 (differing only in minor ways, such as the dash design), it would not be considered in the present CCCA proposal since the ruling, if adopted, would be limited to 1946-48 models. It could also be argued that the new engine was far from a minor updating of the old. Thus the 1,442 1949 Series 75's could not qualify as Classics. In 1950, the 75 was drastically redesigned, inside and out.

In the history of this series from 1940 through 1949, it is noteworthy that a design which started sharing many body parts and other appearance items with the cheaper Cadillacs

changed little as its fellow cars advanced. At the end of its production run, the Series 75 was completely different in appearance from other 1949 Cadillacs and hence almost all its appearance components were built in limited quantities for that series only. Its design was the last in production which is normally associated with the typically late conservative "Classic" appearance: separate pontoon style fenders, outside running boards and high body on-top-of-frame construction. The elements which we associate with modern design (even though they appeared in the Classic era) took over American automotive design completely thereafter.



2ND ANNUAL FRIENDSHIP DAY AND TRUNK SWAP MEET

by Frank H. Starr

The Classic Car Club of America, Pacific Northwest Region (hereinafter known as "the Club") has set Saturday, August 31, 1974 as the date for the second annual Friendship Day Meet. Again, the setting will be the lovely campus of Providence Heights Conference Center, formerly a private college north of Issaquah. The campus is easily reached from I-90. Hours will be 10:00 AM to 4:00 PM.

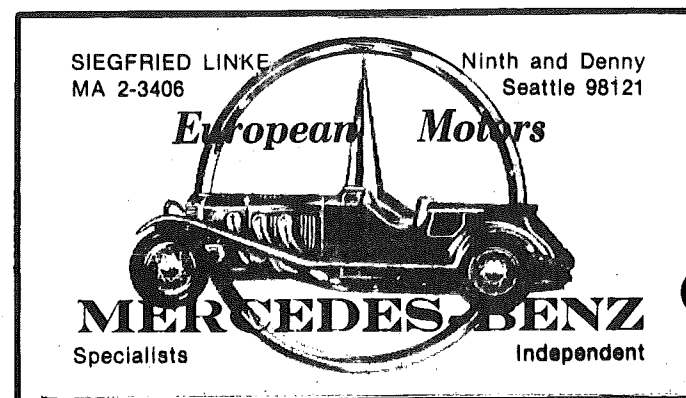
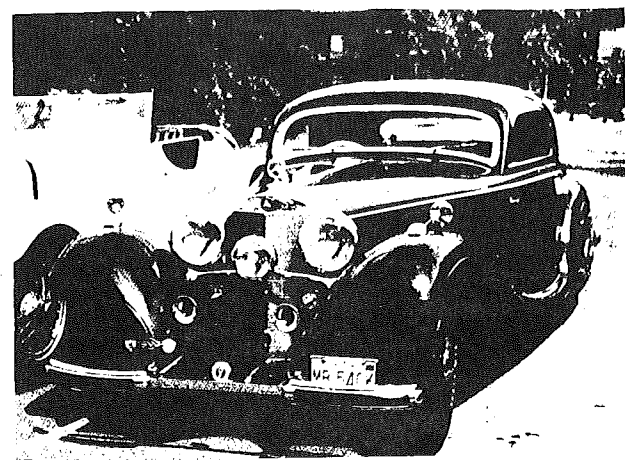
Last year's event was warmly received by the car enthusiast community. This year's event will build on that success. It is again an event for the family whose hobby is old cars. Anyone with an interest in old or special interest cars is encouraged to attend. We particularly encourage the person who is new to the hobby to attend. It is not necessary to own an old car or belong to a car club to attend. The event is not open to the general public.

The theme for the day will be "fun with your old car" and the mood will be strictly informal. The organizers wish to attract hobbyists of all interests ranging from antique autos to modern special-interest cars. We would like to emphasize that this is not a formal concourse with judging. It is an informal meet for people to come to in their old car and not be concerned about grease on the frame or a dent in the fender.

A trunk swap meet will be held as part of the meet. Load your choice swapping items in your car's trunk and bring 'em along.

August 31 is the date. Bring your old car (or modern iron if necessary). And bring the whole family. Food and refreshments will again be available. Be there! You'll have fun!

P.S. Pray for sun.



TECHNICAL

by Frank H. Starr

Reprinted from the CADILLAC-LA SALLE CLUB's Newsletter - Pacific Northwest Region - Bellevue, Washington. (Editors Note: I believe this paper is published by Members Cary Tillman and wife, Shannon.) Edited by Frank H. Starr

To loosen screws rusted into wood, heat the head with a soldering iron.

The best grease for automotive use I have found is a good quality Molybdenum Disulphide grease. It seems to last much longer than ordinary grease. Especially good in front suspensions. One caution - clean out all the old grease first. Sometimes the old and the new have an unfavorable chemical reaction.

Does the windshield wiper on your car have sloppy action? If your car is of 1936-47 (approx.) vintage and the wiper is mounted to a pot metal drive assembly which in turn mounts

to the base of the windshield it can be fixed. The trick is not to break the pot metal assembly (called the "transmission"). Remove the wiper. Now look up under the cowl (behind the dash). Disengage the appropriate drive arm from the w/w motor. Now look at the transmission. You should see a bolt going through a clamp plate. Remove same. This is tricky, as the clamp plate will only slide off at a certain angle. CAREFUL! Now remove the transmission from the top.

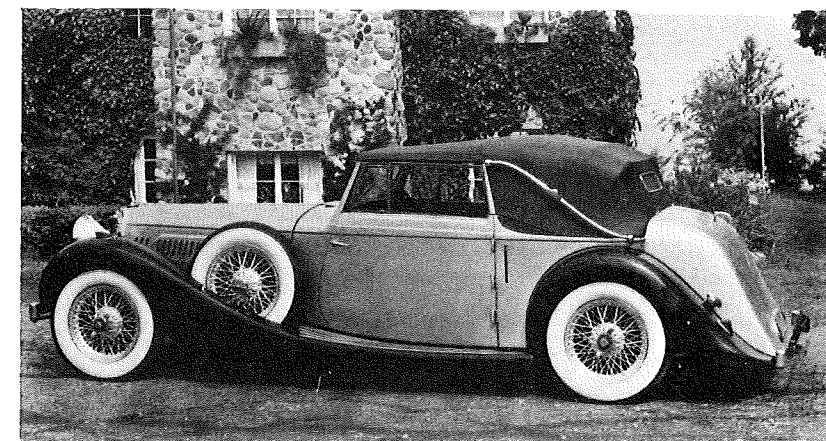
Now with the transmission in your sweaty paw, observe the chain sprocket and its mounting nut. The trick is to loosen the nut and slide the sprocket out in its slot thereby eliminating lost motion in the chain.

CAREFUL! The ears that form the slot are easily broken. Re-tighten the nut (use "Loctite"). Lubricate. Check for free motion. Reassemble and drive in the rain.

THE INCREDIBLE ALVIS

by James M. Chapman

I first saw my car advertised in the May, 1972, issue of the Classic Car Bulletin. At the time, one of our members suggested that I buy it; but lack of funds and other commitments put it out of my mind at the time. However, the thought of the car haunted me for almost two years. In December of 1972 at our Christmas party, I found out that Paul Lutey had purchased the car and had driven it from Eastern Pennsylvania to his home on Whidbey Island. In February of 1974, while on a busi-



ness trip to Whidbey Island, the idea "flashed" that I should call Paul just to see what an Alvis looked like. Well, he actually had two -- one a Classic 4.3 litre and the other a non-Classic. After a period of time, we worked out all of the details and here I am with the car.

The following story will give you some idea of the accomplishments of the Alvis Motor Car Company throughout the years 1922 through 1966. The Alvis Motor Car Company was founded in the early 1920's by Mr. T. G. John. Throughout its history, Alvis has led with new technical developments based on experience gained during their racing years while raising standards of qualify and finish to even higher levels. Some cars were designed with outstanding performance especially in mind; and an Alvis was one of the very few standard four/five seater pre-war saloons capable of a genuine 100 m.p.h. Of those British cars in this select company, it had the smallest engine. Some of the innovations credited to Alvis are as follows.

Alvis was the first company to go into production with:

- A. Front wheel drive and all independent suspension (1928)
- B. Gear boxes with synchro-mesh on four forward speeds (1933)
- C. Independent front suspension (1933)

The largest of the Alvis range made its appearance in August, 1936, and -- named the 4.3 litre -- was the successor to the 3-1/2 litre with an engine in which the bore was increased from 83 mm. to 92 mm. and the capacity from 3571 cc. to 4387 cc. Alvis claimed that this car would be

the fastest unsupercharged saloon on the British market. For the first time, the Alvis cable braking system was servo assisted by a Clayton-Dewandre unit and softer springing was adopted. The chassis lubrication system drew oil from the sump every time the clutch was depressed and the jacks were Jackall hydraulics.

On road test, the 4.3 litre as a standard fully-equipped saloon proved itself to be one of the very few pre-war saloons capable of reaching a genuine 100 m.p.h. The short chassis tourer tested by "The Motor" still exists and is still capable of the test figures quoted. (One or possibly two 4.3 litre cars were supercharged for their original owners maximum speed being raised to about 115 m.p.h.)

Let me quote Mr. von Burg who describes the Alvis 4.3 litre as follows:

"It is this writer's opinion that the Alvis 4.3 litre motorcar deserves to be in the forefront of those marquees most respected by automobile connoisseurs -- and especially among my fellow enthusiasts who favor the classic era.

The Alvis firm was founded soon after World War I by Mr. T.G. John and by 1923 had become "the car of the hour" by winning the Junior Car Club 200-mile race at Brooklands, establishing a new class record with an average speed of 93.29 m.p.h. and defeating cars entered by nearly every light car manufacturer in Europe and England.

After a long series of racing successes in which Alvis front wheel drive cars were prominent, (the Alvis concern were firm believ-

ers in front wheel drive and were the first to construct a successful racing car with that arrangement) the range of models was extended to include larger cars of which the Speed Twenty was the most famous.

The 4.3 litre, built from 1937 to World War II, is the largest Alvis so far produced and is the first class example of a high grade car evolved completely from racing. Although the 4.3 was a richly appointed luxury car, it had an exhilarating performance. For example, in the speed tests at Montlhery track, near Paris, held in conjunction with the 1939 Paris-Nice trial, a privately owned 4.3 litre Alvis drop-head four seater was timed at a speed of 103 m.p.h.

Garbed with some of the most fascinating examples of classic coachwork, resting on a chassis, and propelled by a motor second to none built in this era, the Alvis 4.3 litre deserves a place in the very front ranks of fine automobiles."

| Specification | 4.3 Litre |
|-----------------|---|
| Capacity | 4387 c.c. 6 cyls. |
| Bore/Stroke | 92 mm. x 110 mm. |
| Rating, C/Ratio | 31.48 6.25 |
| B.H.P. | 137 at 3600 r.p.m. |
| Carburettors | 3 S.U.'s |
| Gearbox Ratios | 4.11 or 3.818 5.90 5.459 8.43 7.75 12.95 12.02 |
| Wheelbase | 10'7" or 10'4" |
| Track | 4'8" |
| Length | 15'11" |
| Height | 5'3" |
| Width | 5'10" |
| Weight | Chassis 24 cwts. |
| Turning circle | 40' |
| Price | £ 1,195 (VDP Saloon) £ 995 (S/C Tourer) |

"IN the scheme of things there are cars, good cars, and super cars. When a machine can be put into the last of these three categories, yet is by no means in the highest-priced class, considerable praise is due to the makers. This model is the 1938 4.3-litre ALVIS"

Quote Autocar 1938

