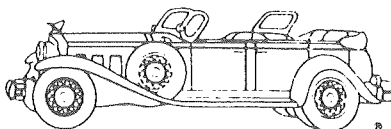
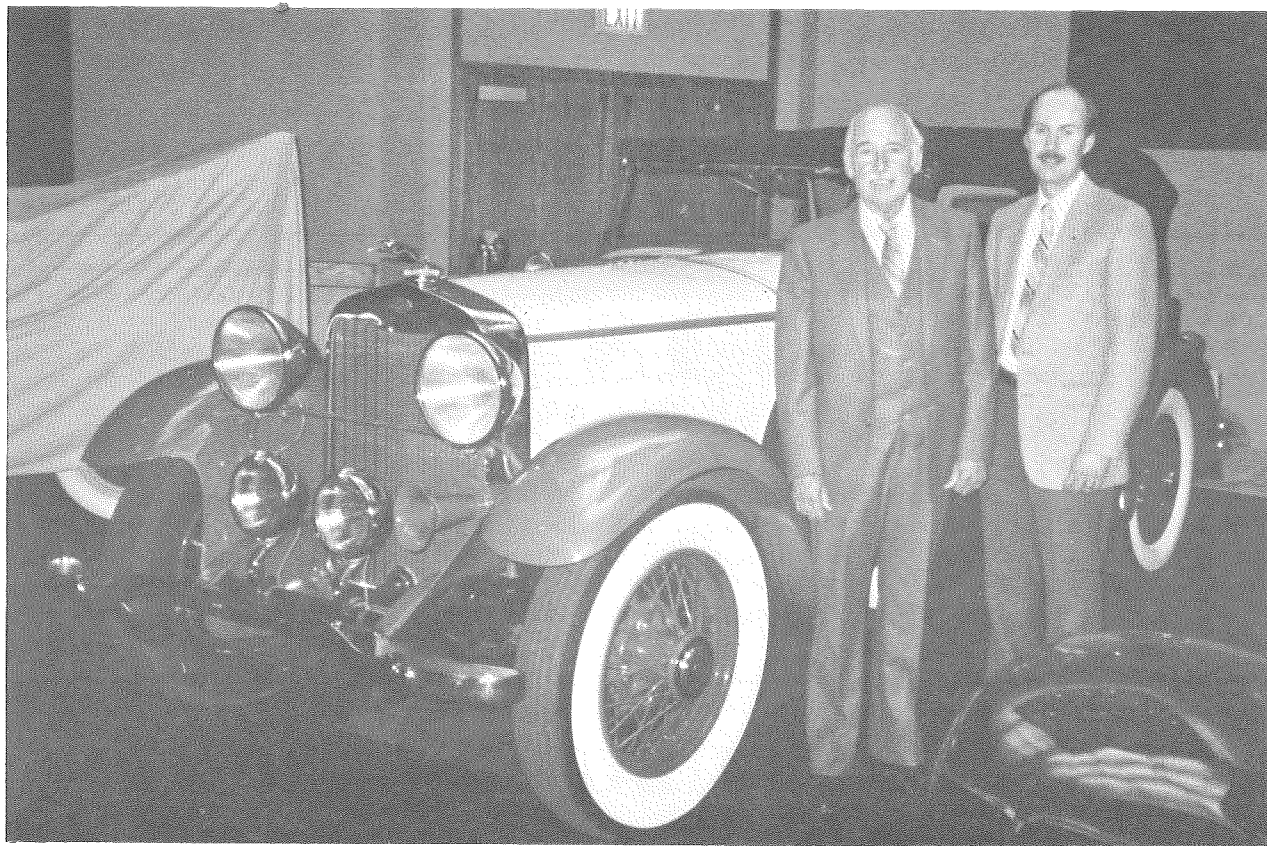


BUMPER BOLTS



CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region



Jerry Greenfield and his father beside Jerry's beautiful Lincoln – one of the stars of the March 3 Coming Out Party.

APRIL 1984

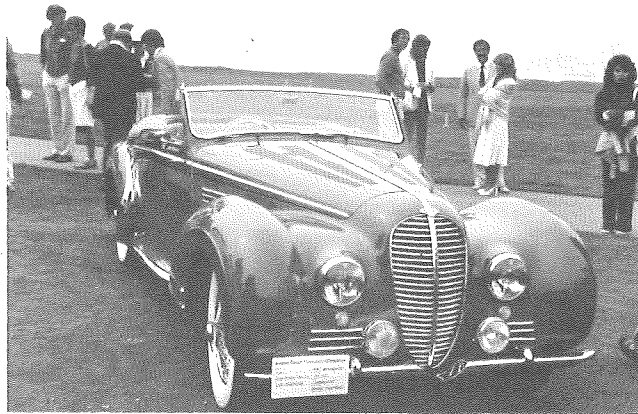
THE DELAHAYE 135

THANKS TO MEMBER RICHARD ADATTO for this enlightening article on the Delahaye. He is considered to be one of the leading experts in the country on these cars and the time he has taken in putting this article together is much appreciated.

The Delahaye 135 emerged from the 'Superluxe' model which was introduced in 1933 at the Paris Auto Salon. It came in various stages of tune based on engine dimensions of 80 x 107 mm. The large six-cylinder configuration was the prototype of the 135 model series.

Performing well in international competition, public interest became widespread and sales set new records. Late in 1934, production started on the 135 model series. After winning the Alpine Cup, the Company named a model of the 135 series coupe de Alps. The coupe de Alps was a six-cylinder model with a 3.2-liter engine. The Company also introduced a Sports model, Competition model, and a Special model, all based on a 3.5-liter engine, in various stages of tune.

The difference in the 3.5 models were: The sport model had one carburetor, the competition had three carburetors, and the special had the three carburetors with a higher compression head and six-port exhaust manifold. In 1938, the Company standardized their models with the 135, 135M, and 135MS. The customer had the option on the 135M to have one or three carburetors with 110 horsepower. The fuel capacity was 16.5 gallons. The MS model was based on the earlier special with a high compression head, a special cam and a custom six-port exhaust, with a custom-cast manifold which was usually cast iron. Sometimes the carburetors (Solex) were side draft, depending on the body style. The 135MS were rated at 130 BHP. The gas tank on the MS was usually large with a 22-gallon tank. As most of the cars were custom orders, there were some variations in the gas tanks and carburetion and levels of interior trim.



Production of the 135 model series began in late 1934 and continued until 1951, with a few remaining chassis at the Chapron body works. The Delahaye factory records were destroyed in 1954 by angry workers, disappointed over the closure. The actual production figures for this series is best estimated at 3,000 cars. In our next article we will try to further clarify this as the Chapron records have been made available as well as other documents. (Note: The production figures for this article are all based on the French and English Delahaye Club Presidents.)

The models 175, 178 and 180 were the large luxury cars. The engine was a six-cylinder, seven-bearing engine of 94 x 107 mm (4445 cc). This model was the first left-hand-drive car aimed at the U.S. market. The 175

came out in two models: the 175 and the one 175S. It's interesting to note that the 175S would do the quarter mile in 18 seconds in stock form. This model was first unveiled at the Paris Auto Salon in 1946 and general production began in 1948 and ended in 1951. A total of 50 model 175's and 175S's were built. Thirty-eight model 178's were built and 18 model 180's were built. A future article will elaborate on these models.

The model 235 was introduced in 1951. It is based on the 135 chassis, modified with a heavier front cross member for rigidity. It was also equipped with Messier dampeners. The water passages were enlarged to improve cooling. The engine had all the MS features with three Solex down-draft carburetors and a hotter cam shaft, boosting power to 152 BHP. Approximately 86 cars were built, assuming all numbers allocated were produced. The chassis numbers start at 818000 and run to 818085. Fifty-two cars were built by Chapron, the first being delivered 12/3/51 and the last 5/31/54. The remaining cars were built by Antem, Letourneur et Marchand, Saoutchik, Figoni et Falaschi, and Fagot et Varnet, with a prototype built by Motto. The exact production figures for these other designers are unclear at this time. Below are the specifications of the 235.

Engine:	84 x 107 3557cc	Wheelbase:	9'8
Compression Ratio:	8:1	Total Weight:	28½/30cwt Tyres 600 x 17
152BHP	@ 4,200 RPM	Axle Ratio:	3.41 (12/41) or 3.23 (13/42) Petrol 100 Litres
Carburetors:	3 Solex 40 PAS	Brakes:	Bendix Cable
Front Track:	4'7¾	Gearing:	1st 37 mph, 2nd 51, 3rd 81, Tp 103/112 mph
Rear Track:	4'10⅓		

DELAHAYE CHASSIS FEATURES

	TYPE 134	TYPE 135	TYPE 135	TYPE 148
	Standard Model	Competition Model	Special Model	Light Model
1. Number of Cylinders	4	6	6	6
2. Bore	80 and 84	84	84	84
3. Stroke	107	107	107	107
4. Cylinder Capacity	2 lit. 1.150 & 2 l. 1.370	3 lit. 1.557	3 lit. 557	3 lit. 557
5. Number of Bearings	3	4	4	4
6. B.H.P.	50 and 55 H.P.	110 H.P.	130 H.P.	105 H.P.
6B. R.A.C. Rating		27 H.P.		
7. Valves	Overhead	Overhead	Overhead	Overhead
8. Solex Carburetors with Starter	1 inverted carburetor	1 inverted carburetor	3 inverted carburetors	1 Inverted carburetor
9. Lubrication	Forced	Forced	Forced	Forced
10. Gearbox	4 speeds, 3 & 4 silent	4 silent speeds. Cotal gearbox to order	4 silent speeds. Cotal gearbox to order	4 silent speeds. Cotal gearbox to order
11. Clutch	dry single plate	dry single plate	dry single plate	dry single plate
12. Gleason Back Axle	10 x 46	12/41	12/41	11/41
13. Steering	Worm & nut, lined	Worm & nut, lined	Worm & nut, lined	Worm & nut, lined
14. Front Suspension	Independent wheels	Independent wheels	Independent wheels	Independent wheels
15. Rear Suspension	Long flat springs	Long flat springs	Long flat springs	Long flat springs
16. Shock Absorbers	Hydraulic	Hydraulic	Friction	Hydraulic
17. Brakes	Self-adjusting 4-wheel	Self-adjusting 4-wheel	Self-adjusting 4-wheel	Self-adjusting 4-wheel
18. Ignition	Battery	Battery	Battery	Battery
19. Accumulators	60 A/Hours	75 A/Hours	75 A/Hours	75 A/Hours
20. Electrical Equipment	12 Volt	12 Volt	12 Volt	12 Volt
21. Wheels	Wire or perforated disc	Wire or perforated disc	Wire or perforated disc	Wire or perforated disc
22. Tires	5.50 x 17	6.00 x 17	6.00 x 17	6.00 x 17
23. Fuel Tank	In rear 12½ gals.	In rear 16½ gals.	In rear 22 gals.	In rear 16½ gals.
24. Front Track	4 ft. 5 ins.	4 ft. 6 ins.	4 ft. 6 ins.	4 ft. 6 ins.
25. Rear Track	4 ft. 9 ins.	4 ft. 10 ins.	4 ft. 10 ins.	4 ft. 9½ ins.
26. Wheelbase	9 ft. 7 ins.	9 ft. 7 ins.	9 ft. 7 ins.	10 ft. 3½ ins.
27. Overall Length of Chassis	13 ft. 2 ins.	13 ft. 2 ins.	13 ft. 2 ins.	13 ft. 10 ins.
Overall Width of Chassis	5 ft. 1 in.	6 ft. 5 ins.	6 ft. 5 ins.	5 ft. 4½ ins.
28. Weight of Chassis	14 cwt.	16 cwt. 78 lbs.	16 cwt. 78 lbs.	17 cwt. 66 lbs.

DELAHAYE TYPE 135M SPECIFICATION

Cylinders.....6	Brakes.....Bendix Servo, 4 wheel	Maximum speed.....approx. 105 m.p.h.
Bore.....84 mm.	Steering.....Worm and nut	Flying half mile.....98.7 m.p.h.
Stroke.....107 mm.	Suspension.....Transverse I.F.S. and semi-elliptic rear	Cruising speed.....80/85 m.p.h.
Cylinder capacity.....3.557 litres	Shock Absorbers.....Friction	Speed from rest up Test Hill.
No. of bearings.....4	Wheels.....Wire	Gradient 1 in 5.....25.33 m.p.h.
B.H.P.....130	Tyres.....600 x 17	
R.A.C. rating.....27 h.p.	Track.....Front 4 ft. 6 ins. Rear 4 ft. 10 ins.	
Valves.....Overhead pushrod	Wheelbase.....9 ft. 7 ins.	
Carburettors.....3 Downdraught Solex	Overall length of chassis.....13 ft. 2 ins.	
Lubrication.....Forced	do. width do.5 ft. 5 ins.	
Ignition.....Battery—12 volt	Weight of chassis.....16 cwt. 78 lbs.	
Electrical equipment.....12 volt	Total weight with body.....24 cwt.	
Accumulators.....75 A/hours	Lbs. weight per c.c.....0.93	

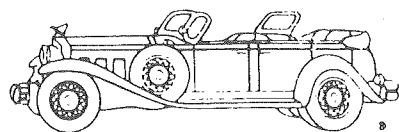
TRANSMISSION	
Clutch.....Dry, single plate	
Gearbox.....Cotal, 4 silent speeds	
Top gear—3.42	3rd gear—5.60
2nd gear—7.60	1st gear—11.82
Gleason back axle.....12/41	

BRAKES	
Stopping test from 30 m.p.h. on dry concrete surface.....25 ft.	

● ACCELERATION TIMES			
	10 to 30	20 to 40	30 to 50
Top gear.....	8.6 secs.	9.3 secs.	8.7 secs.
3rd gear.....	5.2 secs.	5.5 secs.	6.0 secs.
2nd gear.....	3.8 secs.	4.6 secs.	—
1st gear.....	3.0 secs.	—	—
Through the gears—			
	0 to 30.....	4.5 secs.	
	0 to 50.....	9.9 secs.	
	0 to 60.....	13.7 secs.	
	0 to 70.....	19.2 secs.	

SOURCES, REFERENCES AND CREDITS

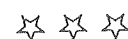
1. Automoto, Retro, January 81, pp. 24-41.
2. *Delahaye*, by Jolly, Jacques Grancher, Paris, 1982.
3. *The Motor Car 1946-56*, by Michael Sedgewick, B.T. Batsford, Ltd., London, 1979.
4. Original sales literature from the Selbourne, Ltd. – English car dealer.
5. Bill Hinds, French car expert.
6. Jean Pierre, President and founder of the Delahaye Club. Former top Delahaye executive.
7. Tony Harrison, President of the English Delahaye Club. My special thanks for the 235 information and production figures.



CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region

1984 BOARD OF MANAGERS

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1984 CALENDAR OF EVENTS

June 1-2-3, Friday-Sunday
July 4, Wednesday
July 14, Saturday
August 19, Sunday
September
October
November
December

Port Ludlow Weekend
Fourth of July Party
Far West Grand Classic
Apker Affair
Garage Tour
Picnic at Manor Farm
Annual Meeting
CCCA Christmas Party

BUMPER BOLTS

Official Publication of the Pacific Northwest Region, of the Classic Car Club of America.
The Pacific Northwest Region of the CCCA was granted a charter by the Classic Car Club of America in 1963.

MEMBER IN Profile

The article below is written by member Ken McBride about his long-time friend and fellow member, Monty Holmes. At least I hope these guys are good friends . . .

By definition a classic is:

- 1) Old
- 2) Historically significant
- 3) Rare, or one of a kind, or one-off
- 4) Nothing that could ever come off an assembly line

Whereas Loren Montgomery Holmes, born November 29, 1929, comes as close as anyone to meeting the above criteria, this "Member in Profile" article becomes both a testimony to a living legend and a plea to National to declare "The Coach" a full classic.

Monty's first car was given to him when he was ten years old, a 1924 Willis Knight. This served two functions: first, it gave birth to his still-burning passion for old cars (and old cigars), and second, it established a strong desire to pay somewhat less than retail whenever possible. Although not running when acquired it, he pattered 'til it ran, and then he sold it.

Monty's first purchase was in 1947 when he acquired a 1929 Nash Six for one dollar. His first classic arrived in 1951, a 1940 Cadillac 60 series Fleetwood Sedan. In 1961, the fledgling mechanic undertook his first restoration on a 1921 Peerless seven-passenger touring. The results were first-class, as the car took first in class at the "Horseless Carriage Club" meet.

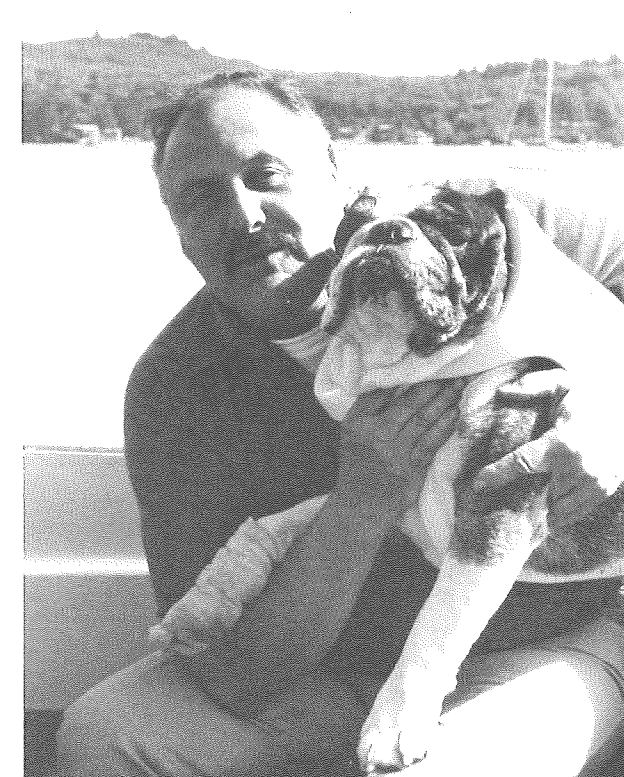
Monty has owned over 40 various collectible cars in his career; he now stables some 15 cars. First and foremost in his heart is, of course, his 1911 Stevens Duryea, a national first-place winner. Currently under restoration is a 1929 Auburn 120 Boat Tail.

Some novelties in Monty's one-of-a-kind collection include 1938 and 1939 D-6 Bulldozers, a 1934 V-16 dirt track racer, a 1966 White 18-wheeler with boom, a 1939 Bridgedeck SI Monk- designed yacht, a 1922 Dodge tractor, and a 1951 Allstate 50 cc scooter.

Accompanying the "Coach" are his wife, Shirley; daughter, Raine; soon-to-be-wed son Lamonte; and second-favorite son Winston — a one-of-a-kind bulldog.

Whenever and wherever old car nuts gather, all you need to do is listen for his trademark cackle and five minutes later you'll feel like you've always known Monty.

The Pacific Northwest Region's resident classic is powered by a tireless love of cars, comes equipped with an unlimited knowledge of what makes them run and when it comes to going that extra mile to share either, he never runs out of gas.



Monty Holmes and second-favorite son Winston.

ANNUAL MEETING UPDATE

Area coordinator Al McEwan is proud to announce that PNWR member Tom Armstrong has accepted the position of Event Head Judge. Tom assumes this position with a very impressive background in judging at Auburn-Cord-Duesenberg meets, Pebble Beach, and CCCA events. Tom will be in touch with many of you members, setting up seminars. Remember, the Annual Meeting is only eight months away. There is still plenty of time to get your car ready.

General Details of the Mechanical Design of the Delahaye 135

ENGINES: The engines in all the chassis incorporate similar constructional features. The cylinder and crank case are cast integral, the cylinder head being removable. The crankshaft is carried in 3 bearings in the 4-cylinder and in 4 bearings in the 6-cylinder engines. It is drilled throughout to ensure lightness and for lubrication and is balanced by counter-weights. The connecting rods are double T section stampings; they have no bearings, whilst the big end lining is applied directly on the steel. The pistons are made of a special aluminum alloy. Lubrication is ensured by a gear pump which takes oil from the lower crankcase and delivers it under pressure into the crankshaft, through which the oil passes from end to end, lubricating the bearings and connecting rods in its passage. The lower ends of the cylinders, which are normally splash lubricated, are supplied with oil by a device to which it is delivered on starting the engine, when the oil is cold and the circulation is poor. This avoids seizing up in cold weather. The shape in which the compression chamber is cast has been specially designed to ensure maximum thermal efficiency whilst reducing waste and eliminating distortion. The valves are of overhead type operated by rockers, push-rods and tappets; the camshaft housed in the crankcase is driven by a double roller chain. The inlet and exhaust pipes are located outside the cylinders; the center part of the admission pipe is integral with the center portion of the exhaust pipe which permits preheating the combustion air immediately it enters the pipe, thus avoiding fuel deposits. The carburetor is of inverted type and is fitted with a device for ensuring cold starting. A fuel pump driven from the camshaft takes the fuel from the tank located in the rear and delivers it to the carburetor. The ignition is by battery, coil and distributor. The plugs are located on one side of the cylinder head and are readily accessible.

CLUTCH: Single plate, dry type requiring very little effort to operate.

GEARBOX: Cast integral with the engine and incorporating 4 speeds. In Chassis type 134, the 3rd and 4th speeds are silent. In the other chassis, the four speeds are silent. The unit formed by the engine and gearbox is mounted on the chassis by means of rubber-lined shock-absorbing bearers.

TRANSMISSION: The transmission is by a double cardan shaft which is subjected to no other reaction.

BACK AXLE: This incorporates a bevel pinion differential. The spur bevel is provided with Gleason teeth.

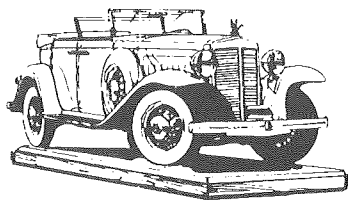
BRAKES: The pedal and the hand lever operate the four-wheel brakes. These brakes are self-adjusting.

SUSPENSION: The front suspension incorporates independent wheels mounted with radius rod and transverse springs. The front wheels are displaceable parallel to each other. Reaction rods connect the stub axles to the chassis. The rear suspension is ensured by long flat springs which at the same time transmit the back axle thrust to the chassis. Front and rear shock absorbers are provided.

STEERING: The steering is by worm and nut, lined white metal, and is extremely smooth and wear-free. The special design of the front suspension, the smooth steering and low center of gravity of the car ensure perfect road-holding properties even when negotiating bends.

CHASSIS: Built up of tubular longitudinal bearers of rectangular section stiffened by cross bearers of special shape ensuring great rigidity.

ELECTRICAL EQUIPMENT: The chassis is fitted with a 12-volt equipment consisting of battery, dynamo, starter, head and side lamps. Safety fuses protect the equipment whilst a special switch permits disconnecting the battery on stopping the car.



July 14, 1984

CCCA Awards Chairman — Chris Bock
408-624-0712 (H) — 408-624-1838 (O)

National Head Judge — Gordon Apker
206-824-2744 (H) — 206-243-7871 (O)

Eastern — Baltimore, Maryland
Co-ordinator — Mort Bullock — 301-235-0832
Head Judge — Paul C. O'Malley — 304-856-2042

Midwest — Indianapolis, Indiana
Co-ordinator — Helen Vogel — 317-632-1300
Head Judge — Jim Dougherty — 317-784-1183

Midwest — Dearborn, Michigan
Co-ordinator — Larry Seyfarth — 313-563-1448
Head Judge — Norm Knight — 616-345-4692

Rocky Mountain — Denver, Colorado
Co-ordinator — Jim Hull — 303-794-3702
Head Judge — John Bergquist — 303-667-8567

Southwest — Fort Worth, Texas
Co-ordinator — Rayford Reese — 214-363-1234
Head Judge — Woody Norvell — 214-352-5416

Far West — San Jose, California
Co-ordinator — Art Graver — 415-948-7781
Head Judge — Harold Crosby — 408-423-9817

CLASSIC CAR CLUB OF AMERICA

Grand Classics

The Year of the Early Classic — 1925/1926

LETTER FROM THE DIRECTOR

It looks as if spring is here and summer is not too far behind. The 80° weather we had a couple of weeks ago really put me in the spirit to dust off an old car and head out. This is the time of the year we get away from cocktail parties and dinners and into the great driving events. It's like we and our cars are waking up from a long winter's nap and are raring to go. What a spring and summer we are going to have!

Our first real driving event of the season will be the kick-off breakfast at McAuliffe's on the 29th. This should be a great time. Jerry and Joanne are a great host and hostess, and seeing their lovely home will be a treat.

The first weekend in June is the Port Ludlow Rendezvous. Those who attended this last year know what a great time this is. We share this event with the Rolls Royce Owners' Club and Classic Boat Club, so room space is tight. If you have not made your room reservations already you had better get with it. Let me emphasize that if you can't stay overnight for one reason or another, come up for the day on Saturday. It's a short drive and would make a great outing. Last year the Rolls Royce Club had slightly more cars there than we did. I am afraid this year they got a jump on the rooms. Let's bring those classics out, even if it's only for a Saturday afternoon picnic in a beautiful setting.

In July we have two events: our now famous 4th of July Parade and, of course, the Grand Classic in San Jose. I spent a couple of hours on the phone last night with Bob Kellner, who informed me of the schedule of events for the Grand Classic and it sounds fantastic. Instead of making this a one-day event as in the past, the Northern California Region is going all out and providing four days of fun and car-related activities to include the following:

THURSDAY EVENING: A hosted cocktail party has been planned to encourage members to arrive early and spend a little extra time at G.C. visiting with friends.

FRIDAY MORNING: A tour of the historic Winchester Mystery House which will include the 160-room Victorian mansion, gardens and museum housing the famous Winchester Rifles and Antiques.

FRIDAY EVENING: An evening of real western hospitality. Enjoy a New York steak barbecue with all the trimmings, horsedrawn hayrides in the moonlight, and dance to live music for all tastes.

SUNDAY MORNING: A truly bountiful brunch in unique WWI surroundings at the 94th Aero Squadron just five minutes away from the Red Lion. We hope you will join us for this last event of the 1984 Far West Grand Classic.

This would be a great opportunity for us to show our cars in a national meet and a little tune-up for our own January Annual Meeting. I really would like to encourage any of you to participate in this event. If you are thinking about bringing a car down, please let me know so that we can possibly coordinate a little caravan from this area. If you can't bring a car and would still like to attend this event, it is probably not too early to call Bob Kellner at (415) 326-1140 for information and reservations. If you are interested in judging at this event, call Don Klusman at (415) 831-9667. Obviously, this would be good exposure and training before our national judging in January.

In August, the Apkers have been nice enough to invite the PNWR to the "Apker Affair d'Elegance," which has turned out to be the premier car event in the greater Seattle area. This is a favorite for all who have ever been there and Gordon assures us he will be unveiling another gem from his collection at this time.

Of course, in September we have a garage tour scheduled that you will hear more about. All in all, this is going to be a great car summer. To come up with these events and keep the quality to your expectations, we will need a lot of help. I would invite any of you to come to the board meetings the first Wednesday of each month to get involved with the group. For more information about this, please call Bill Mote at 937-3959.

MEMBERSHIP DRIVE CONTINUES

At the last board meeting, Ted Barber informed us that we have nearly 130 members signed up this year. That's not bad, but we still have a long way to go. Why not bring a new member to our next event? Larry Justice has challenged the Board for each of us to bring a new member in by the next meeting. I have mine already; how are the rest of you doing?

FOR SALE

1928 STUTZ, 5-passenger coupe — old restoration in storage. Offers. A.R. Bull, (206) 779-3074.

NEW MEMBER RICK GUTTU is trying to organize a quantity buy for Lester tires at a 15% discount. If interested, contact Rick at 281-3710.

ALAN W. McEWAN
4420 BONNYBRAE
BELLEVUE, WA 98004
DRIVE



CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region



"Fashion model" Diana McPherson.



New member Lauren Matley and friends enjoy the evening.

THE MARCH 3 COMING OUT PARTY was a great success. Over 140 members attended. All were thrilled by the beautiful cars and great fashion show put on by Claudia Apker and friends.

THANKS TO WARREN McPHERSON and all of you who brought cars out for display at McLeod's Car Auction on April 14 and 15. This display was gorgeous and increased the club treasury by \$500. For all of your efforts, thank you.