

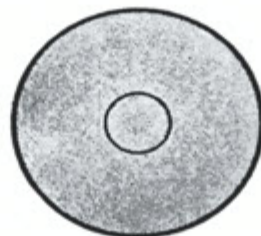
Loosen cover band. Loosen locking screw which releases brush mounting plate. Shift by hand. Re-lock.

Auburn 8-63, 8-88 1925
Auburn 1926
Auburn 1927-28 (All Models)
Auburn 1929-30 (All Models)

Buick 1927-28
Buick 1929-30
Chandler 6 & 8 1927
Chandler 1928 (All Models)
Chevrolet 1926
Chevrolet 1927-28
Chevrolet 1929-30
Chrysler B 1925
Chrysler 58-70 1926
Chrysler 1928-30 (All Models)
De Soto (All Models)

Dodge 1930
Elcar 1926 & 27
Elcar 1928-30
Erskine 1928
Gardner 8A, 1925-26
Gardner 1927
Gardner 1928-30
Hudson 1929
Kissel 1927
Kissel 1928-29
Locomobile 90, 8-66 1927
Locomobile 8-70 1928
Marmon L 1927
Marmon 68, 78 1928-29
Marquette 1929-30
Moon 6-72 8-80 1928
Nash Spec. 1927
Nash Spec. 1928

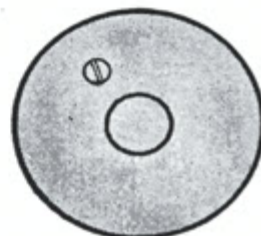
Oakland 1927
Oakland (All Am.) 1928-30
Oldsmobile 30E (Later) 1927
Oldsmobile F-28 1928-29
Packard 1928-29
Peerless 6-91 1928
Plymouth 1928-30
Pontiac 6 1926-27
Pontiac 6 1928-29
Reo Flying Cloud 1927-29
Roosevelt 1929-30
Studebaker (All Models) 1926
Studebaker late 1927 and 1930
Stutz late 1927
Velle 77-88 1928
Velle 60 1926-27
Velle late 1925



Loosen cover band. Shift third brush by hand. Mounting plate held in any position by friction clamp washers.

Ajax 1926
Cadillac 341B
Durant (All Models) 1928-30
Essex (Late) 1926
Essex 1927
Essex 1928-30
Falcon-Knight 1928
Flint 1926-27
Hudson (Late) 1926
Hudson 1927-28
Hupmobile 6 1926-27
Hupmobile 8 1926-27
Hupmobile 6 & 8 1928-30
Jordan 1926
Jordan 1927
Jordan RE & JE 1928-29

LaSalle 1928-29
Nash 1926
Nash Light & Adv. 1927
Nash Stand. & Adv. 1928-29
Oldsmobile 1926
Overland 91 & 93 1926
Peerless 1926
Peerless 6-60, 6-80, 6-90 1927-29
Star 4 & 6 1926
Star 4 & 6 1927
Stutz BB 1928
Velle 50 1927
Velle 66 1928
Whippet 1927
Whippet 4 & 6 1928-30
Willys Knight 66, 70 1926
Willys Knight 66-A, 70-A 1927
Willys Knight 4 & 6 1928
Willys Knight 56 1928-29



Not necessary to loosen cover band. Shift brush by turning small screw over oil cup.

Chandler 1925
Chandler 1926
Cleveland (Early) 1925
Cleveland 1926
Dupont 1926
Dupont 1927
Locomobile Jr. 8 1926
Reo 1925
Willys Knight 66

Continued

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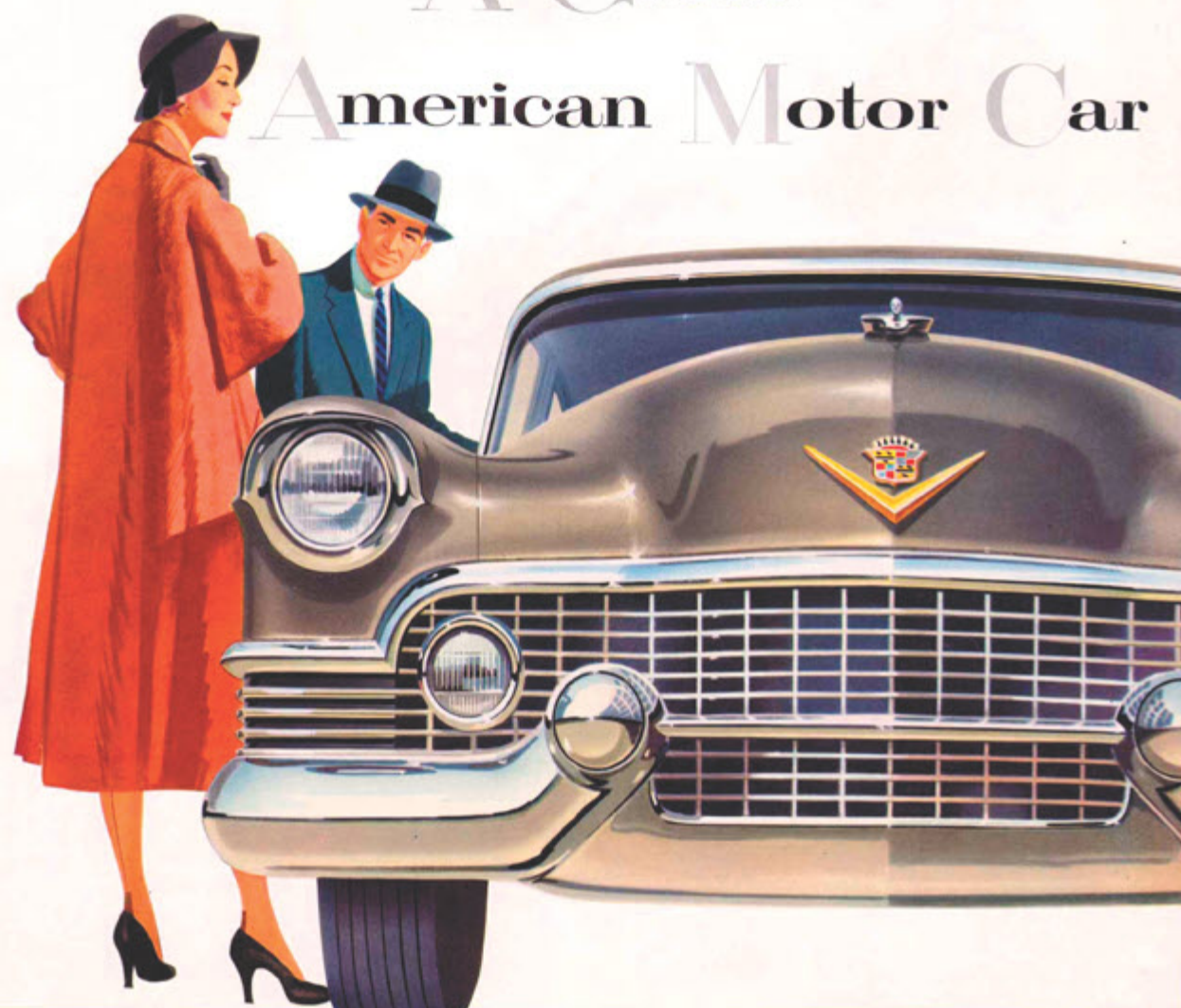
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■ As you study the new 1954 Cadillacs, we know you will find them the most beautiful motoring creations of all time. Many automotive authorities, in fact, have proclaimed Cadillac's new styling the greatest step forward in the history of motor car design. And, what is equally remarkable, the 1954 Cadillacs are as thrilling to *drive* as to *see*. The improvements in performance are legion . . . and encompass virtually every phase of automotive operation. This new Cadillac beauty . . . and this new Cadillac performance . . . are offered in three entirely new series. They are described in complete detail in this portfolio—and we hope that you will give each your careful attention and consideration.

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IN THE HISTORY OF **A Great American Motor Car**



THE SERIES
Sixty Special

■ Of all the series of motor cars that Cadillac has produced through the years, none has ever attained greater stature in the public mind than the Series 60 Special. Traditionally, there is but one motor car in this series—a four-door sedan built with a specially crafted body, and incorporating every fine feature of performance, styling and comfort which Cadillac offers within the single year. Immediately identifiable by its extra-long wheelbase, the distinctive louvers on its rear fenders, and the famous "Fleetwood" script on the rear deck, the Series 60 Special is always a standout motor car—even in the distinguished company of other Cadillacs. It is, beyond any question, the one logical choice for the motorist who insists on the very finest personal transportation the automobile industry can provide.

The Cadillac SERIES

60

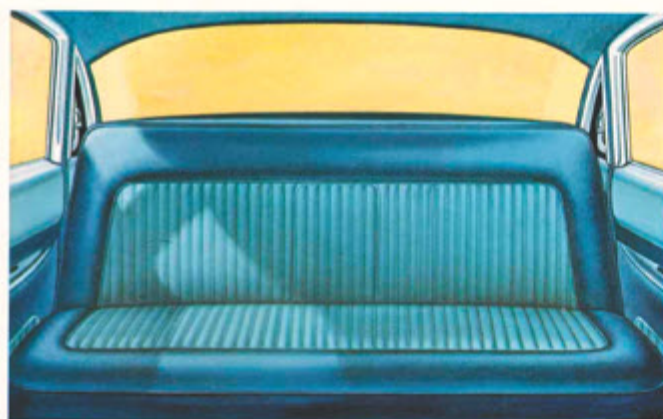
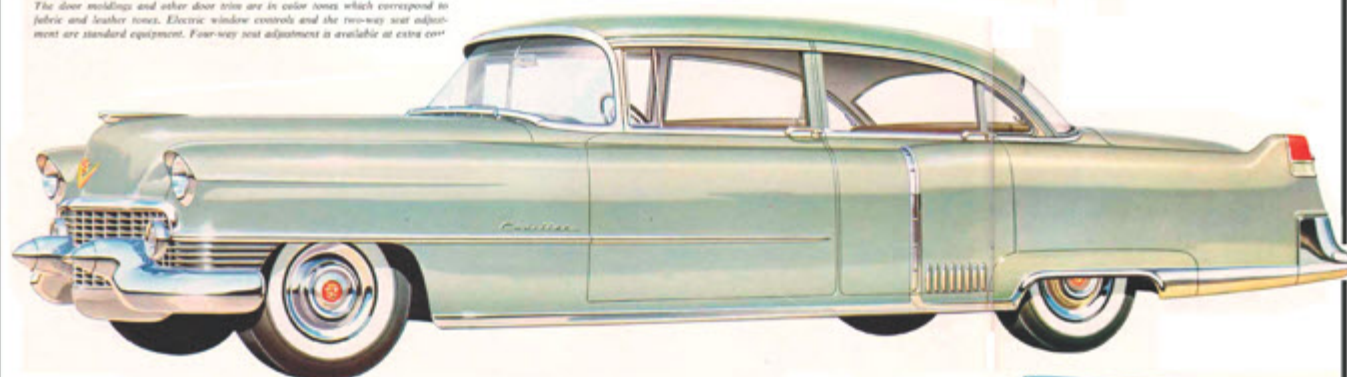
SPECIAL

for 1954



The door moldings and other door trim are in color tones which correspond to fabric and leather tones. Electric window controls and the two-way seat adjustment are standard equipment. Four-way seat adjustment is available at extra cost.

■ The styling of the Series 60 Special for 1954 is completely new—both in its exterior beauty and in its interior graciousness. With Cadillac's increase of three inches in wheelbase, this magnificent motor car is longer and lower than ever. Its lines are more graceful and trim . . . and every detail, from the new grille to the new rear deck, is far more beautiful. A one-piece panoramic windshield, together with generous side and rear windows, provides vastly improved vision. Improved body construction and a lower center of gravity have introduced wonderful new safety. And its new 230-h.p. engine, improved Hydra-Matic Drive and Advanced Cadillac Power Steering have raised the car's performance to unprecedented heights. In all that it looks and does and represents . . . it is as fine a motor car as it is practical to produce.



Twelve new interiors—tailored in light pattern nylon, all-wool broadcloth or V-Crest pattern nylon—feature light-tone side wall and seat cushions with darker fabrics of harmonizing hues. The seat cushions, done in 1 1/2" piping, are deep and luxurious as never before. The extra-wide rear center arm rest and side arm rests provide an additional note of luxury. Color combinations are in gray, blue, brown or green.



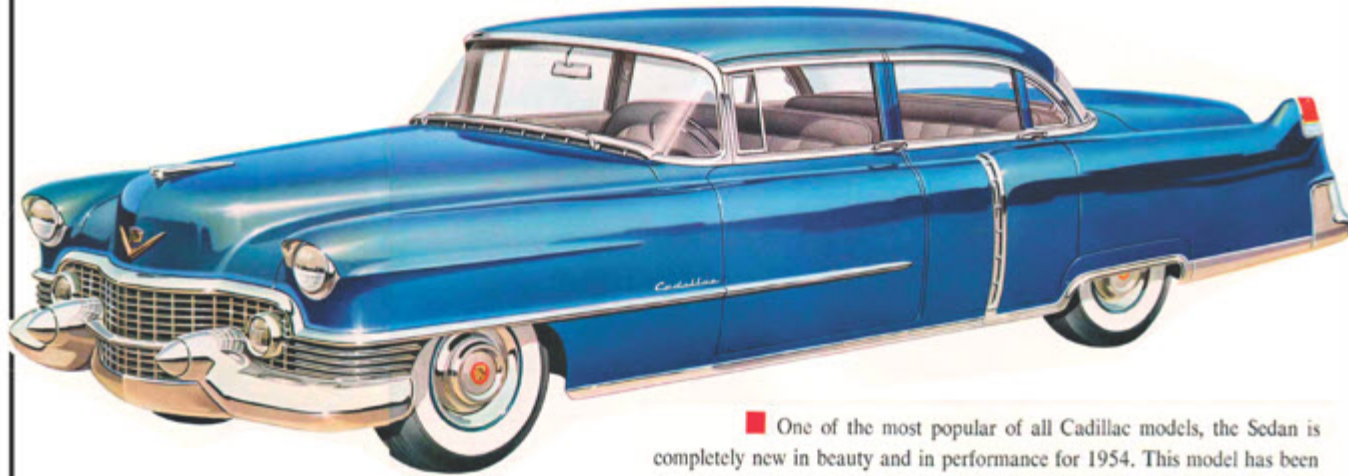
THE SERIES

Sixty Two

■ The Cadillac Series 62 has long been the favorite of the great majority of Cadillac owners—and understandably so. For within this series can be found a motor car that suits to perfection the needs of almost any motorist. If you choose for glamour and distinction—well, you will find here some of the most strikingly beautiful Cadillacs ever built. If you choose for practicality and moderate cost—here, too, you will find models which are not only modestly priced, but which are unusually economical to maintain and operate as well. Of course, while the various motor cars in this series differ in their appearance, in their mood and in their purpose, each is like the others in its brilliant performance, its soundness of design and construction, and its marvelous comfort and handling ease. Whatever your personal motoring requirements, we think you should give careful consideration to the four models in this extraordinary Cadillac series.



The Cadillac
SERIES 62 SEDAN
for 1954

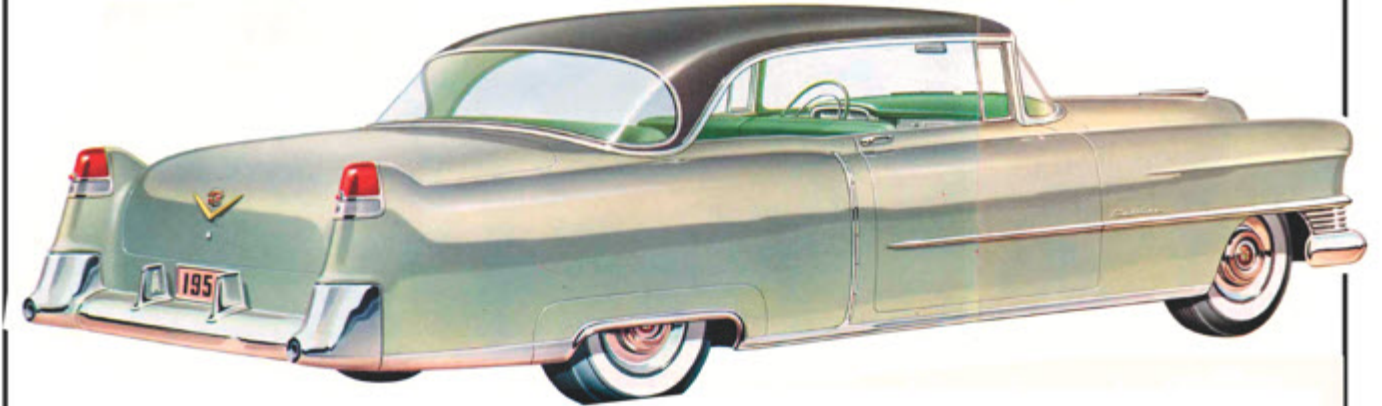


■ One of the most popular of all Cadillac models, the Sedan is completely new in beauty and in performance for 1954. This model has been restyled throughout—and features such innovations as the panoramic windshield, the visor-type roof overhang, cowl air intake and many other dramatic advancements in functional motor car design. Its interiors are more generously proportioned, more beautifully appointed and more luxuriously executed than ever . . . while a wide selection of new body colors and upholstery fabrics brings the Sedan's new styling and luxury to full stature. Like all 1954 Cadillacs, of course, the Series 62 Sedan offers the greatest power, responsiveness, handling ease and riding comfort in the car's history.



The new Sedan interiors feature a tufted upholstery design in the seat cushions, the seat back and in the doors. A wide selection of fabric patterns and colors is offered, with light tones in the cushions and darker harmonizing shades in the bolsters. The doors are tailored in corresponding fabrics. The rear seat, shown above, also provides a luxurious center arm rest, and side arm rests built into the doors. Color options include blue, green or gray. Electric window lifts and two-way or four-way seat adjuster are optional at extra cost.

The Cadillac
SERIES 62 COUPE
for 1954



■ Regarded by many as an ideal selection for motorists first moving up to Cadillac, the Series 62 Coupe combines great beauty and luxury and performance with unusual economy. The Coupe offers the same wonderful qualities of operation and styling which mark the entire Cadillac line. Yet it is the lowest priced Cadillac for 1954—and offers truly marvelous gasoline mileage, remarkable dependability and exceptional longevity. Lower and longer than any Cadillac Coupe ever before offered, this dramatic model features a completely new grille design, new artistry in its body styling, and a new, longer rear deck. Its interiors, too, have been completely redesigned . . . with greater roominess and luxury than ever before. The 1954 Cadillac Coupe is, in every way, an achievement in Cadillac quality . . . and a revelation in motor car practicality.

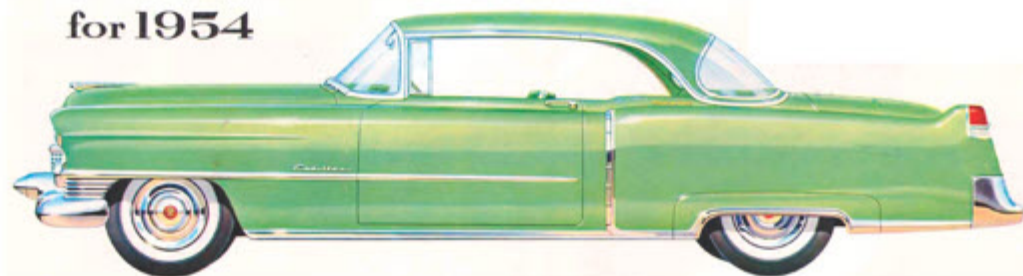


The Coupe for 1954 offers the most luxurious interior in the history of this popular model. Available in six different interior combinations, the new Coupe interiors, like those of the Sedan, feature a tufted motif in the seat cushions and doors. Seat and back cushions inserts are tailored in plain all-wood grained or pattern styles of light hues, while bolsters are in darker garboline of harmonizing tones. The floor carpets are in a rich, textured weave and color-suited to match the rest of the interior. Color options include gray, blue or green.



62 The Cadillac SERIES COUPE de VILLE for 1954

for 1954



■ Offering the comfort and safety of a closed car, and yet fashioned with the spirit and feel of a convertible, the Cadillac Coupe de Ville has taken its place as one of the most dramatic and inspiring motor cars in the entire Cadillac line. Immediately identifiable by the distinctive Coupe de Ville lettering on the rear quarter panels, the Coupe de Ville for 1954 is particularly noteworthy for its magnificent interior beauty. Featuring combinations of light nylon, including the special V-Crest fabrics, and darker leathers, these interiors are beautifully designed . . . carefully tailored . . . luxuriously appointed . . . and simply breath-taking to behold. A generous use of chrome in the roof bows and in the front seat moldings provides an additional note of luxury. Interior color combinations are green, blue or gray. A new combination of white leather and metallic silver-gray floral tapestry is also offered. The 1954 Cadillac Coupe de Ville is easily the fashion car of the year.



The Cadillac SERIES 62 CONVERTIBLE for 1954



■ One of the best loved motor cars in all the world, the Cadillac Convertible this year is new in styling, finer in performance and more glamorous than ever in its interior decor. Three inches longer in wheelbase and over two inches lower in silhouette, the 1954 Convertible features the dramatic "dropped door" silhouette, new panoramic windshield, new cowl air intake, new dual exhaust ports, new grille and new styling lines and trim throughout. Its all-leather interiors have been completely restyled—and are offered in combinations of dark and light leather. Interior color options include two-tone green or blue, green or blue with white, and solid red, black or tan. Here, most certainly, is one of the most beautiful and dramatic Cadillac cars ever designed.

Convertible tops are available in tan, black, blue or green. The entire top assembly is constructed with an inner layer of rubber for added insulation and waterproofing. Top material is a durable, high-count rayon and cotton.

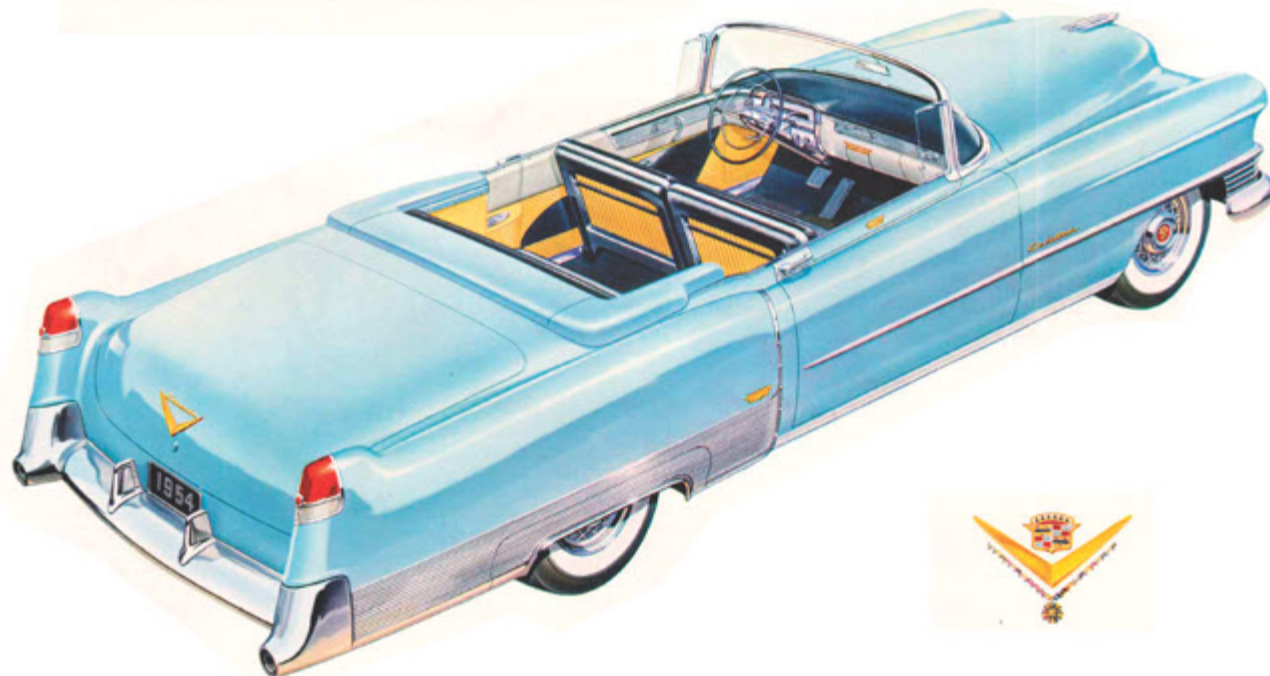


The Series 62 Convertible features the panoramic windshield, which completely eliminates corner posts and provides virtually unlimited driver vision. The window lifts and seat adjuster are electrically operated.

The Cadillac ELDORADO for 1954

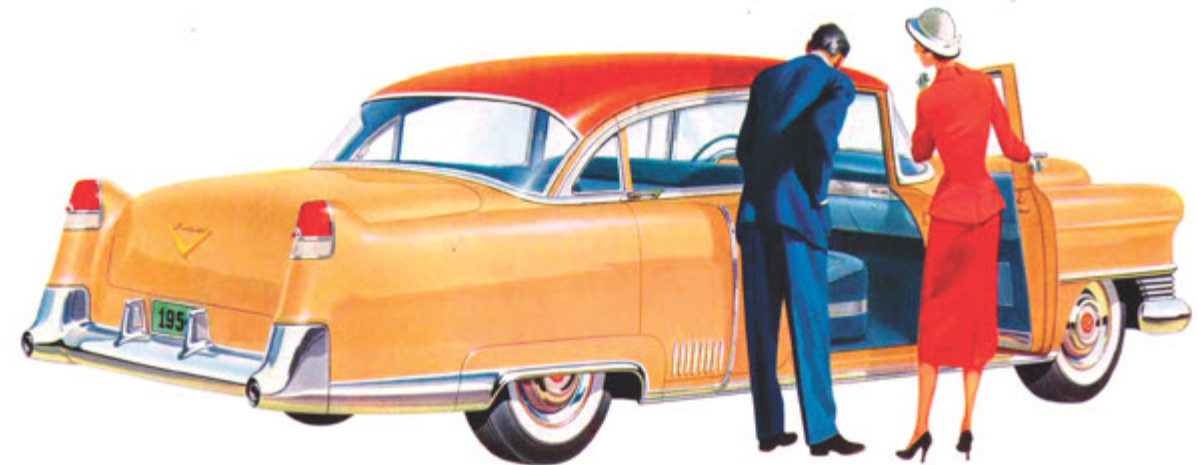


■ The most recent addition to the Cadillac family, the Eldorado blends the beauty and excitement of contemporary sports design with the basic soundness and excellence of the industry's finest engineering. Its remarkable "dropped door" design gives the Eldorado an unusually low silhouette—while its panoramic windshield, Fiberglas top cover, chrome panels and gold-plated crests on the rear fenders, wire wheels, and many other unusual styling features give the Eldorado a character all of its own. Four special body colors, Aztec Red, Azure Blue, Alpine White and Apollo Gold, match the brilliance of the car's interiors. Admirers of the Eldorado will be delighted to learn that this magnificent Cadillac creation is considerably lower in price for 1954. Far more beautiful . . . vastly improved in performance . . . and more practical to own and operate . . . it is, most certainly, a motorist's dream come true.



We invite your
personal inspection and
demonstration of these
magnificent new motor cars

■ We hope that you have enjoyed looking through this portfolio of the new 1954 Cadillacs—and that you have sensed, in at least some measure, what a truly great year 1954 is for Cadillac. We would like to emphasize, however, that the new Cadillac must actually be *seen* and *driven* to be fully appreciated. Only by making a personal inspection of the car—and taking your own demonstration ride—will you understand how markedly advanced it is in styling, in luxury and in performance. And so, we sincerely urge you to visit our showroom at your very earliest convenience. We'll be delighted to see you at any time—and we are certain you will find your visit both interesting and educational.



1954 CADILLAC SPECIFICATIONS

ENGINE: Designed and precision-built by Cadillac. Eight-cylinder, overhead 90° V-type, bore 3 1/8", stroke 3 3/4", displacement 331 cu. in. Engine mounted in rubber at three points. Brake horsepower 230 at 4400 RPM. Compression ratio 8.25 to 1.

PISTONS: Aluminum alloy—slipper-type to reduce friction surfaces and permit nesting between crankshaft counterweights. Two compression and one oil ring; top compression ring chrome-plated to minimize wear on cylinder walls; piston surfaces are stannate treated for better wearing qualities and scuff resistance.

CARBURETION: Four-barrel downdraft with equalized manifold; mechanical fuel pump; oil-bath type air cleaner; intake silencer; automatic choke.

LUBRICATION: Full pressure. Oil Filter, standard equipment.

GASOLINE TANK: Cap. 20 gallons.

ELECTRICAL SYSTEM: 12 volt lighting and ignition.

HYDRA-MATIC DRIVE: Fully automatic, eliminates clutch pedal and gearshift lever. Consists of a fluid coupling and automatically actuated gear sets providing two driving ranges, a low-speed range and reverse.

REAR AXLE: Hypoid, semi-floating. Differential housing offset to provide for straight-line drive. Ratio 3.07 to 1 on Series 60 Special and Series 62 with 3.36 to 1 optional (standard on Air Conditioner equipped cars). Series 75 is 3.77 to 1.

DIRECTIONAL SIGNALS: Standard equipment.

BACK-UP LIGHTS: Standard equipment.

FRONT SUSPENSION: Cadillac Independent Knee-Action.

SPRINGS: Front: independent helical coil type; Rear: 5-leaf semi-elliptic 56 1/2" long, 2 1/2" wide (Series 75: 6-leaf).

BRAKES: 4-wheel hydraulic with 211 1/2 sq. in. braking area. Power Brake*, optional at extra cost.

STEERING: Hydraulic Power, over-all ratio 21.5 to 1.

FRAME: X-type, reinforced side bars with deep X-member junction.

TIRES: Low pressure 4-ply rating 8.00 x 15 (Series 75: 6-ply rating 8.20 x 15). White Sidewall Tires*, optional at extra cost.

WIRE WHEELS: Heavy-gauge steel, chrome plated. Optional at extra cost.

WHEELBASE: 60 Special, 133"; Series 62, 129"; Series 75, 149 1/4".

OVER-ALL LENGTH: Bumper to bumper, 60 Special, 227 1/8"; Series 62 Sedan, 216 1/4"; Coupes and Convertibles, 223 1/4"; Series 75, 237 1/4".

*Standard on Eldorado.

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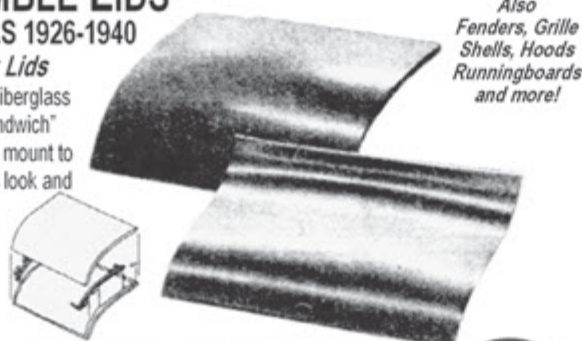
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3. The wheel then receives a coat of acrylic sealer for color holdout.
4. The wheel then receives four coats of acrylic urethane to the original color or color of your choice.
5. After eight hours, the wheel is color sanded and then left to dry a minimum of five days.
6. The wheel is then hand buffed and polished. It is then packed for shipping and returned to you by U.P.S.

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Projects, Projects EVERYWHERE!

by *Ben Johnson* Publisher

As Spring approaches, I have a list of some of the projects we have to do. I always like to list the projects so that if parts get held up or tools are needed, I can work on something else. In other words, there is no down time. Even with rain, a snapped bolt, run in the paint—you know what I mean. You can soldier on.

The projects for this year are to (1) work towards completion on my '53 Buick Roadmaster hardtop. What's left is putting the chrome on, finishing the interior and tightening up everything. Then (2) finishing up the '48 Packard Custom 8 Coupe. What's left is the interior (I have), repaint and mount the trunk (the car is in Cavalier Maroon), and details. Besides those projects, there are always others. After this winter, I looked at my drivers: a 1984 Mercedes 300D, a '92 S-10 Pickup and a 1977 Silverado 3 + 3 ¾ ton Pickup, all good-running vehicles but covered with pollen and all needing cleaning up.

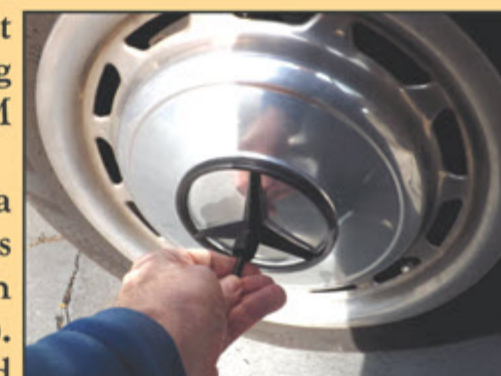
We started with the Mercedes. This is a car probably like many of you have. You have paint for it, plans to re-shoot, but there is always something more important to do. This is a car I drive a couple of times a week. I am a fan of these. Mercedes built these from '82-'85 with a turbo. I have had several from a '62-190D, 240D and two 300D's. The previous 300D went 450,000 miles and was still running as my wife and her seat began to sink out on the interstate. It's true! I was talking to Karen and part of the seat hit I-75. Of course, it was rust, but then another cream '84 300D came along, so we put the '82 away for parts and bought the cream '84. Everything works on this car, and the worst part of it is the dull paint. It's acrylic enamel and still has some buff life left in it. I put restorer Woody Johnson on making this look good again. He started by washing the car,



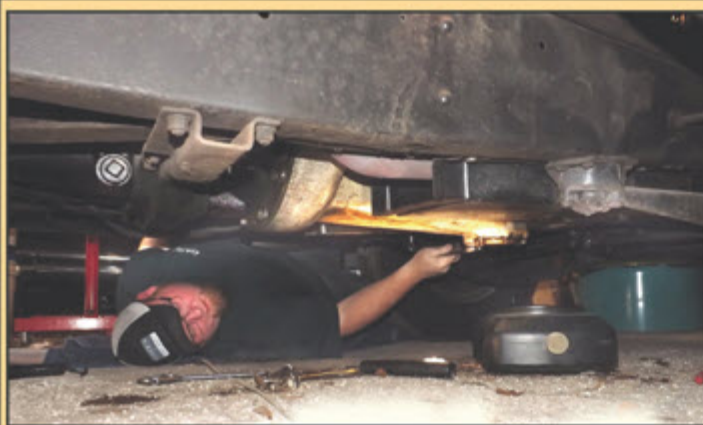
cleaning out the rain gutters with brushes, opening the hood, trunk and doors and cleaning out all of the "Spring" pollen residue, then thoroughly washing the car, tires, hubcaps and bumpers. I had changed a few things on this car and installed Euro headlights and OEM rims and "Star" hubcaps instead of the AMG wheels.

After drying the car off with microfiber towels, Woody took assessment of the paint and decided to go with buffing and polishing just to clean it up a bit. We used the 3M Perfect-It 1-2-3 paint finishing system.

To start, Woody used #36060 (quart), a fast-cutting pad that removes sand scratches and small surface defects. He put 5 dabs on an orange rough pad (we use the 7" buffer). We space the 5 dabs equally around the pad then press the pad against the car body, creating a creamy film before actually starting to buff. Then



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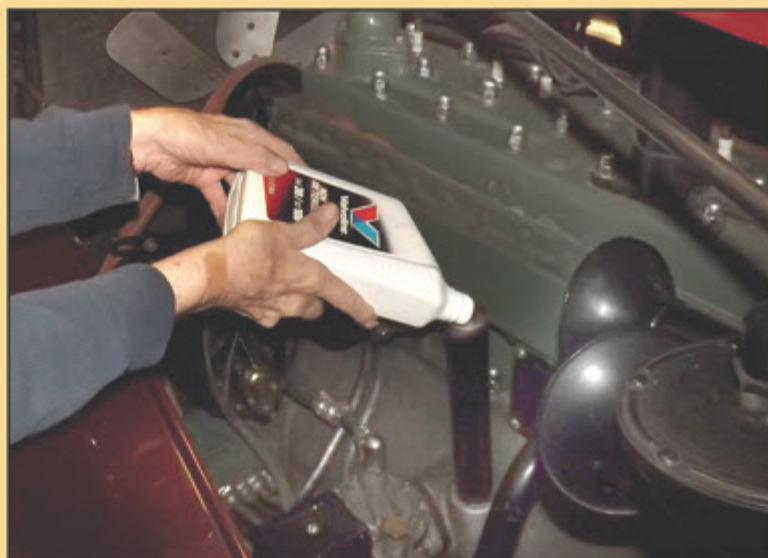


after the car is buffed with #1, we go to #2 (#06094). This removes swirl marks and smoothes the next buffing stages. Then #3, an ultra-fine polish for a final step, (#06068), which gives a wet, glossy look even to paint such as ours. He then wiped the windows off and wiped the car off with spray wax. It looked nice and clean and was ready to make several trips around Georgia in a nice old Benz. One more thing that might be helpful on these cars: with the OEM star hubcaps, there is a factory plastic stencil to use when priming and painting (available online). Just strip all the paint off the hubcaps (I use spray paint remover) then wipe clean and hold



the stencil with one hand (gloves on) and spray with the other. I've done it both ways, "frisket" masked and used this quick mask. The quick mask is great for a driver, while the frisket would be better for a restoration.

Another project that needed doing was changing the oil in my 1937 Packard



Super 8 original 320 straight 8. It had only been a little over a year, but this car isn't driven and when sitting can allow the oil to become very acidic, eating away at the 9 crankshaft bearings. Even though the oil looked clean, I changed it! I won't go into why I use a certain oil. I have done that in previous articles and they can be found online in our Archives. I am the third owner of this classic '37 Super 8, so it is a car you would expect to be in excellent original condition. It holds 8 full quarts of oil and has an OEM permanent oil filter.

I still use Valvoline 30-weight non-detergent in all of my pre-1950 cars. I called Valvoline and was told they consider this lawn mower oil, and the zinc was not changed years ago when many oils had the zinc removed, so it's supposed to be about the same as it has always been. The oil filler cap was removed and with a 10-quart



drain container under the car, the oil plug was removed and the oil was drained out. Being clean oil, the oil drained quickly, but I let it drain about an hour. It is a 3/4" nut oil drain plug and finding a brass seal washer may not be something you have on the shelf.

It measures 1". I had only one and ran the plug finger tight then locked it down with a 3/4" wrench. The plug's threads were fine, but the outside nut was chewed up, so I cleaned it up with a file, but there isn't much material that can be removed. You have to check the inside as well and the outside of the bolt. There's not much pot metal that can be filed away without leaving the plug too thin!

Seven and a half quarts of oil were added. The crankcase breather/ oil filler cap was put back on and the

CONTINUED

dipstick showed 7 ½ quarts. The car will be started and the other ½ quart will be added. I always like to slightly under-fill then add the rest. The '37 Super 8 is now ready for some Spring driving.

Things like this relax your mind and provide worry-free driving. Hope this finds you well. Get the cars out and keep 'em driving! 🚗



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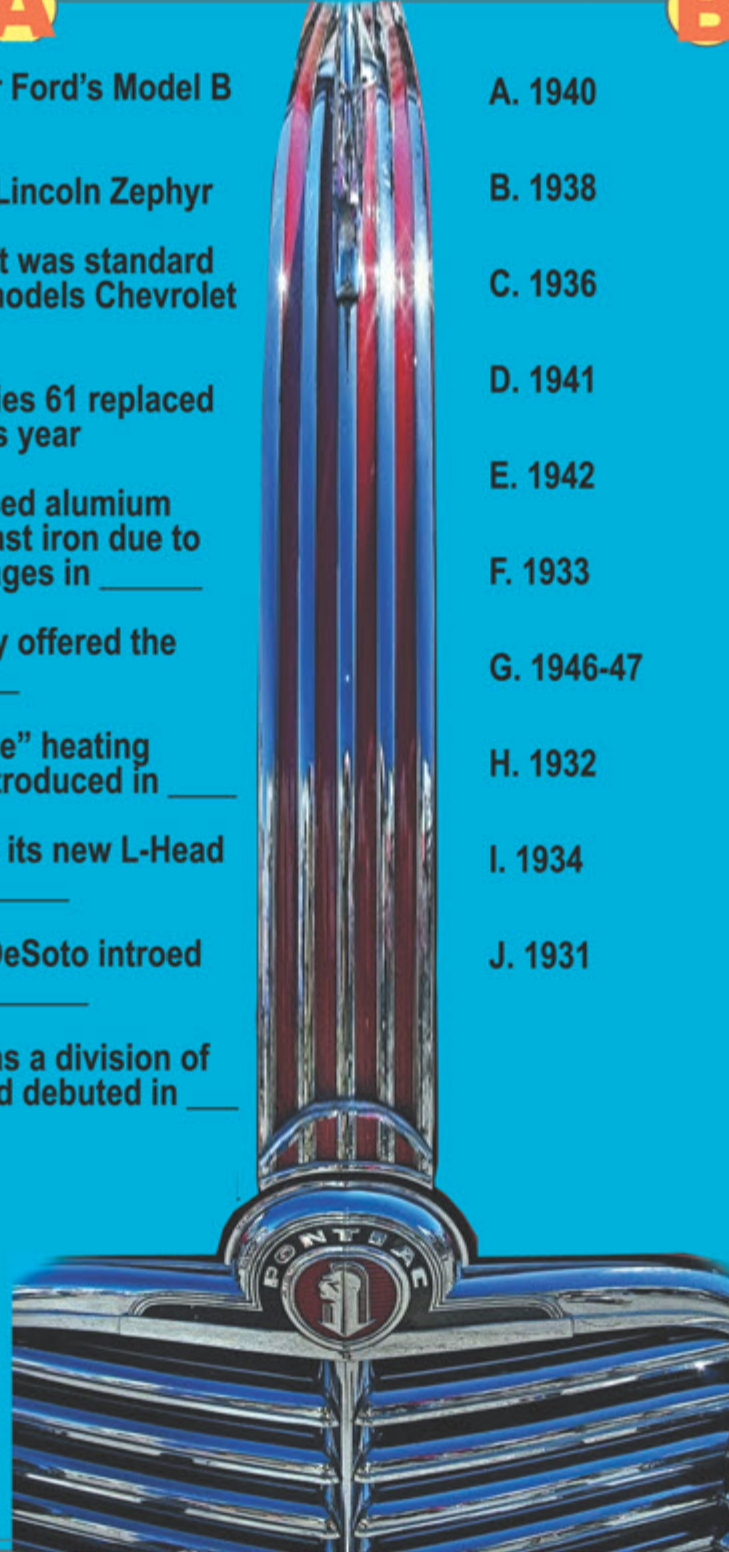
(Answers on Page 1)

A

B

- ☐ 1. Last year for Ford's Model B
- ☐ 2. 1st year for Lincoln Zephyr
- ☐ 3. Vacuum shift was standard except on all models Chevrolet in _____
- ☐ 4. Cadillac Series 61 replaced the LaSalle this year
- ☐ 5. Buick replaced aluminum pistons with cast iron due to wartime shortages in _____
- ☐ 6. Packard only offered the Clipper in _____
- ☐ 7. "Weather Eye" heating system was introduced in _____
- ☐ 8. Olds introduced its new L-Head straight 8 in _____
- ☐ 9. Chrysler & DeSoto introduced the Airflow in _____
- ☐ 10. Rockne was a division of Studebaker and debuted in _____

- A. 1940
- B. 1938
- C. 1936
- D. 1941
- E. 1942
- F. 1933
- G. 1946-47
- H. 1932
- I. 1934
- J. 1931



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