

REMEMBER WHEN Cadillac first came out with electric starting, lighting and ignition, thereby winning its second Dewar Trophy? Trousers, known as "breeches" in those days, rose almost as high as the armpits, and the handlebar mustache had given way to more conservative plumage.

That was about 30 or 35 years ago, and it was just about then that a few individuals who had an eye to the future decided to cast their lot with a very young and a very small Cadillac service organization. They came and they stayed, so that today there are mechanics, lubricators, Service Managers, etc., who have worked under the Cadillac crest for 20, 30 and even 35 years.

If you are one of them, we want to know about it right away! The "Old-Timers' Corner," a new feature in the Serviceman, will include brief sketches of individuals who have been a part of the Cadillac service organization for 20 years or more.

Joe Molnar of Akron, Ohio

To Joe Molnar of Dave Towell, Inc., Akron, Ohio, goes the honor of "taking over" in the initial article of this series. Joe started with Cadillac in 1918 and has compiled an enviable record of 26 years' uninterrupted service with one distributor.

He has specialized in lubrication and is recognized as an expert in that type of service work. Of course, in 1918 and for some time thereafter, hoists and high pressure lubricating equipment were still to be introduced. Joe's only weapons against squeaks and wear were small hand grease guns, lubricants and plenty of patience and endurance.

That Joe has endurance is proved by the fact that, when the rush of work demands it, he shows up at 4 or 5 o'clock in the morning and stays on the job until 7 or 8 o'clock in the evening. He has worked a good many 15-hour days to help out in a pinch.

Improved Hydra-Matic Parts Available For 1941 Units

The improved mainshaft parts for 1942 Hydra-Matic transmissions, announced in the January-February, 1944 issue of the Serviceman, are now also available for installation in 1941 series Hydra-Matic transmissions. Install these parts in all 1941 units that are disassembled for servicing, as well as in 1942 units.

The parts affected are the mainshaft thrust washers, the rear unit clutch hub and spacer and the mainshaft nut, all of which are illustrated in Figure 2, Page 2, of the January-February, 1944, issue of the Serviceman.

When these new parts are installed in 1941 series Hydra-Matic transmissions, the main shaft nut washer, Part Number 8600921, is not required.

Please accept our congratulations, Joe, and our best wishes for your continued success in your job of providing top-flight service for Cadillac owners.

Send in Your Record of Service

And let's hear from the rest of you who have been Cadillac service men for 20 years or more. Please tell us in your letter the date you entered the Cadillac organization, the types of work you have done since then and are now doing, and the names of the Cadillac distributors or dealers for whom you have worked, including your present employer.

Remember to include a photograph of yourself, preferably 5"x7" or 8"x10" size, so we can publish it in the Serviceman along with the above information. Do it today!

WE WANT ALL OLD TIMERS IN "THE OLD-TIMERS' CORNER."

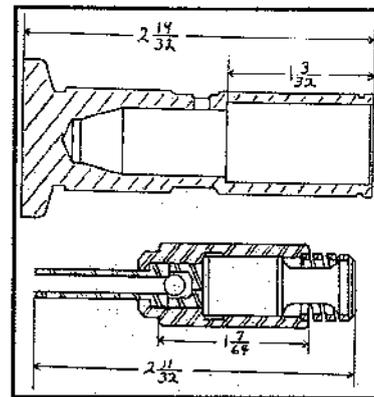


Mr. Joe Molnar of Dave Towell, Inc., Akron, Ohio, a veteran Cadillac service man.

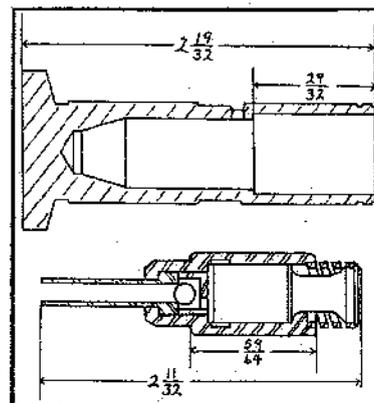
Two Different Designs Used In 1936-42 Valve Lifters

IN RESPONSE to several inquiries from Cadillac service men, the drawings below have been prepared to show the differences between the hydraulic valve lifters for 1936 through 1940 series cars and those used on 1941 and 1942 series cars.

It is urged that all service men, particularly parts men, be thoroughly familiar with these differences to assure installation of the correct parts and the stocking of these parts under the right part numbers.



1936-40 valve lifter body and plunger.



1941-42 valve lifter body and plunger.

As shown in the illustrations, the depth of the counterbore in the 1936-40 valve lifter body is approximately $\frac{3}{16}$ " more than in the 1941-42 body. Also, the cylinder of the 1936-40 plunger assembly is about $\frac{3}{16}$ " longer than the 1941-42 cylinder.

The attention of service men is directed to the fact that plunger assembly Part No. 1440799 must be used with valve lifter body Part No. 1415655 for installation on 1936 through 1940 series cars. For 1941 and 1942 series cars, plunger assembly Part No. 1438660 must be used with valve lifter body Part No. 1438661.