

FINZ

MAGAZINE

April

2020

of THE CADILLAC LaSALLE CLUB of NEW ZEALAND INC.



Seventh Heaven!





The Black & White facts - We formed our New Zealand club in 1973 and celebrated our 40th Anniversary in 2013 making us one of the oldest Cadillac clubs in the world. We are proud to be an International Affiliate of the world-wide Cadillac LaSalle Club of the USA - itself formed in 1958.



cadillacclubofnz.org



Inside 'COVER Caddy' - Mark Waterman, North Texas CLC and his amazing '73 De Ville. Sketch image by Ed

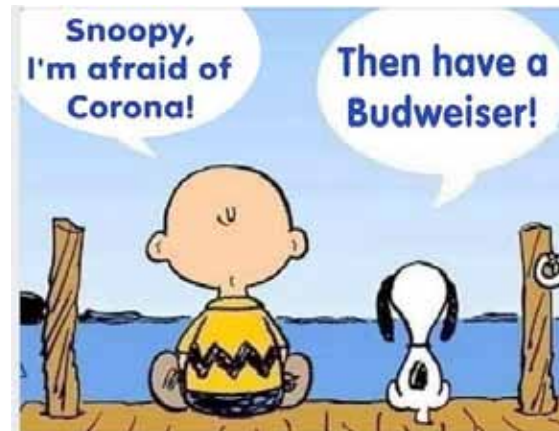


Rendezvous!

F O R E W O R D

Hi there from home, here in NZ! The plan was Steve and I would be in Australia by time you read this but the fallout from the Corona-virus has mean't our trip has been cancelled and the CLC Australian 50th postponed until Sept/Oct later in the year. By then we should all know where things are at. The 20th Anniversary of the annual Beach Hop has been postponed too, until November 25th. But upheaval is not just confined to us at 'the bottom of the world' but globally! What with this pandemic, the financial markets have genuinely 'tanked!' The NZ Govt. have put the whole country on 'Emergency Alerts' with Number 4 being the most serious. We are at Number Two. I am mostly working from home now and we expect a probable slow-down with real estate activity like many other industries and services here in NZ. The upside (there are always 'Silver linings' I believe if one looks for them) in my personal opinion is: Clear blue skies in the likes of China and New York. Clear waters in Venice. The price of Oil (a Barrel) has dropped by more than 60% and whilst here in NZ our price of petrol has not dropped that much, we are now paying nearly 40 cents a litre less. AirNZ shares maybe a good buy? Depending on the weather (we are now in autumn) I will take the Caddy for a spin. There's a few things around the house I can do and if things get really bad, we can actually walk to the supermarket and major shopping less than 500 metres away. Plus I hope if you are reading this, you might have some time to write to me, send in that story you've been planning to do for ages, but have never had the time or maybe go on an outing - so long as we are all still allowed! So long as the internet still keeps working you will receive FINZ! In this issue is our usual salute to 'Fred' and his old car coverage; awesome stories about a fab blue Eldorado Brougham and an amazing '73 Caddy found by member Mark Waterman of the North Texas Region. A few stories and links for you to check out and please, share with us anything you have come across that we can all amuse ourselves with or admire! Until next month, cruise safely if you are doing so, wash those hands and enjoy the isolation with your loved ones including your Caddy or old car! Best regards from my family to yours - Ron, André and Reece :)

Now here's a sneak-peak of what this issue is all about...



>>NOTE - Reproduction of some PDF items can sometimes be 'grainy' and require increasing in size on your screen when emailed - Ed

FINZ Magazine Editor: Ron Melville

Recipient of (CLC) The Yann Saunders

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The Maurice Hendry Award for Excellence in

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Contributions to: finzmagazine@gmail.com

The Editor reserves the right to accept or reject any contributions.

Deadline is 20th of each month



Fred's FAMILY of old cars!

In Memory of Fred Bausch, here's a couple of pages of memorable old rides! Ed

The hard-packed sand at Daytona Beach (above BLUE Ford) has been an attraction for motorists and racers ever since the automobile became a viable means of transportation. Driving on the beach in the 1940s, '50s, and '60s and having a photo of one's car taken was a popular thing to do then. Unfortunately, the salty damp sand promoted faster rusting, which probably caused this particularly corrosion-prone vehicle to begin to rust out sooner than expected! This photo is via 'This Was Americar'.



1950s Traffic Gridlock In California - Judging by what appears to be yellow on black California license plates and the appearance of the hills in the background, this image seems to have been taken somewhere in the Golden State.

Unfortunately for the residents and visitors in the State, waiting in line in traffic jams has become commonplace. The situation began when a large influx of people began leaving other states during the Great Depression in search of jobs and continued for over seven decades. That situation reversed starting in 2006, and California is now experiencing a net loss of approximately two-hundred thousand residents a year recently. This photograph found by John Goode at 'This Was Americar'. [How many NZ or Australian cities/ towns are just like this and where do you move to? Ed]





Fred's FAMILY
of old cars!

An artsy photograph by of GM photographic. The image of the Cadillacs was taken at the GM headquarter building in Detroit in `55. The pearl cream Eldorado cvt. was one of their 'fashion' show cars that year, painted in a non-factory pearl finish.

Fred's FAMILY of old cars!

Les Bacon and Son's Ford was located in Hermosa Beach, CA, on the Pacific Coast Highway at Aviation Boulevard. Before taking on a Ford franchise, Bacon ran a Studebaker agency. He passed away in 1959, and his sons Roger and Bob, who were running the Dealership at the time, continued on with its operation. Roger Bacon was a showman (note the likeness of a bag filled with bacon on top of the dealership sign) who used television commercials and stunts at the dealership as a way to become the number one selling Ford dealer west of the Mississippi River. In 1976 Bacon built the Alpha Beta shopping center at the site. The image of a Thunderbird meet held at Bacon Ford, and a view of the Dealership both taken in the 1957 model year are courtesy of Ron Felsing.



Fred's FAMILY of old cars!

LeFevre Motor Company: Studebaker, Edsel, and Dodge Dealer - There is little information to be found about the LeFevre Motor Company, which sold and serviced Studebaker and Dodge cars and trucks at 312 3rd Ave. in Brookings, South Dakota. Other than this set of photos and the information with them, the only other details that came to light was that the Company also had an Edsel agency probably in another location. The lead image containing a Studebaker Lark was taken in May of 1962 when LeFevre was a dealer for the automaker. This set of images courtesy of the Digital Library of South Dakota. The Dodge pic image dated May of 1964 was taken after the Company changed over to selling Dodge cars and trucks. The 1962 Studebaker Hawk and Lark appear to be used cars for sale.



Look at these cool Mopar and Studebaker products in both these pictures!



Our Global FAMILY

NZ - Auckland - Hi Ron. Have a look at this
'divine De Ville!'- Rex

[https://www.hemmings.com/blog/article/
divine-de-ville/](https://www.hemmings.com/blog/article/divine-de-ville/)



USA - San Deigo - Thanks Ron for another great
issue of FINZ Magazine. Best wishes for a speedy
& complete recovery. Julie's Dad (Jack Bracx)
[Thanks Bracx family, making good progress - Ed]

USA - South Carolina - Pres. Travis Dowell Jr. travels the States for the company he works for. He recently said "Where ever I go, I think "Cadillac". Will I see one, what year and model will it be? What shape will it be in? Will it be added to my collection? Well, I am always looking just as all of you are too, and I've not found anything I just had to have, until now. A good friend of many years recently went to an estate sale in Colorado and came away with a super low mileage, one owner, 1981 Fleetwood Brougham d'Elegance sedan, equipped with many rare options including towing package and memory seats. It still sits on the original Uniroyal Royal Seal Tires, and still also has the original front and back fillers, just as new. I am on the lookout for a similar one, as they don't come around like this anymore. Also, it's a beautiful color called Sandstone, nearly the same as the color on a car we had in 1981 while I was growing up in Dallas, Texas". [What a nice looking ride Travis - Ed]



1981 Fleetwood Brougham d'Elegance Sedan in Sandstone Color



Our Global FAMILY

USA, North Texas Region - Thanks to our freinds at the CLCNTX Region for allowing us to reprint this very good page of 'Things You May Not Have Known!' Did you know all these things? I personally found many facts very interesting. Ed

Automotive History Facts

Submitted by Ruby Musser

1. Back in 1900, a new car company named Horch appeared in Germany, founded by former Benz engineer August Horch. He didn't get along with his directors and, when he left nine years later, the company took legal action to prevent him from putting his name on any new automobile. Horch roughly translates to "listen," so he used the Latin version: Audi.
2. The MacPherson strut is a spring/shock absorber combination used on the front suspension of most of today's front-wheel-drive cars. It was invented in 1947 by Chevrolet engineer Earle S. MacPherson for the rear suspension of a planned compact model called the Cadet. The car was never built, and a disappointed MacPherson left GM and moved to England to work for Ford.
3. From 1956 to 1959, you could order your Chrysler with a record player. You got six discs with the car and could buy more from the dealer, but your choices were limited to artists signed with Columbia, which made the unique records that worked with the player. They tended to skip over bumps and didn't work very well, and disappeared for 1962.
4. The first Chevrolet Corvette, introduced for 1953, didn't have any outside door handles. It was a soft-top roadster that also lacked side windows, so you simply reached inside to unlatch the door.
5. Henry Ford started two unsuccessful companies before hitting his mark with the third, the one that exists today. His second company was taken over by its board and run by director Henry Leland, who renamed it Cadillac to build cars of his own design. After selling Cadillac to General Motors, Leland started Lincoln, which Ford eventually purchased.
6. Studebakers were built in Hamilton, Ontario, Canada for two years after the automaker closed in South Bend, Indiana, in 1964. Because the government now considered it a Canadian automaker, it could import cars duty-free. To make extra money, the cash-strapped company bought Volkswagens in Germany and sold them to VW Canada. Even with Studebaker's mark-up, the cars cost less than what VW would have paid to bring them in. Studebaker also tried to distribute Japanese cars but the deal fell through, partly due to a Studebaker board member on the advice of his law partner: future U.S. president Richard Nixon.
7. Charles Rolls, co-founder of Rolls-Royce, was the first Englishman ever killed in an airplane and the 12th person worldwide when the Wright Brothers biplane he was flying at an air show in Bourne-mouth, England, in 1910 snapped its tail and crashed. Henry Royce ran the company after his partner's death, mailing instructions to his employees when deteriorating health confined him to his home.
8. The first production Ford Mustang went on a tour of the U.S. and Canada in 1964, and was eventually sold to airline pilot Stan Tucker in St. John's, Nfld. Two years and some 16,000 kilometres later, Ford realized the car's significance, swapped Tucker a brand new 1966 Mustang for it, and donated it to the Henry Ford Museum in Michigan.
9. The tow truck dates to 1916, when Ernest Holmes of Chattanooga, Tenn. was asked to help pull a crashed Ford Model T out of a creek. It took 11 men almost a day to do it with ropes and blocks. Figuring there had to be a better way; Holmes bolted three poles to a 1913 Cadillac chassis, added a pulley and ran a chain through it, which provided leverage to lift vehicles. He also built up a truck body on the chassis for tool storage. His patented design became the standard for vehicle recovery.
10. BMW started as an aircraft company, moved into motorcycles and truck engines, and in 1928 built its first car, the Dixi, a licensed version of the British Austin Seven. Bigger and better models followed, but the company fell on hard times after World War II. It was saved in 1955 by the Isetta, its version of a tiny Italian model. It used a motorcycle engine and its single door was the car's front end, but its low price resounded with buyers, and its success put the automaker back on track.

1958 Cadillac Eldorado Brougham



By David Clark

Photos by Judy Young & Brad Slater

Submitted by our friend, Jerry Clemmons

I have been showing cars for many years have been to many shows, both small town and AACA Nationals. I have seen only six of these Broughams in all that time. Four hundred of these vehicles were built in 1957 and three hundred and four were built in 1958. They sold for 13,074 dollars and cost Cadillac 25,000 dollars to build. All of these cars were hand built. Why did Cadillac do this? Because they could.

The first one I saw was in Greenville, South Carolina forty years ago. At the time the sale price was 25,000 dollars, a great deal of money in the 1980's. I had nothing in the ball park that I could even trade with at the time.

While looking on Ebay in 2012, I found this 1958 Copenhagen Blue Brougham for sale. Ninety percent of the Broughams are either black or white. I just fell in love, the same way I did with my wife. I had a 1957 Cadillac Series 62 with all the awards, a number one car, sitting at home in the garage. I called the owner to make a trade. He told me to call him back in two days, which I did. He said he dreamed about my '57 Cadillac the night I called.



The deal was done with the exception of shipping the cars, mine from Hickory, North Carolina to Santa Barbara, California and his from California to Hickory. It was a long two months wait for my Brougham to arrive here in Hickory, North Carolina.

The Brougham was not quite the car that was advertised. It looked great and would run, but the wiring was a mess. The battery was dead, none of the gauges worked and the wire wheels were incorrect. After a year and \$35,000 spent, my Cadillac was ready for show.

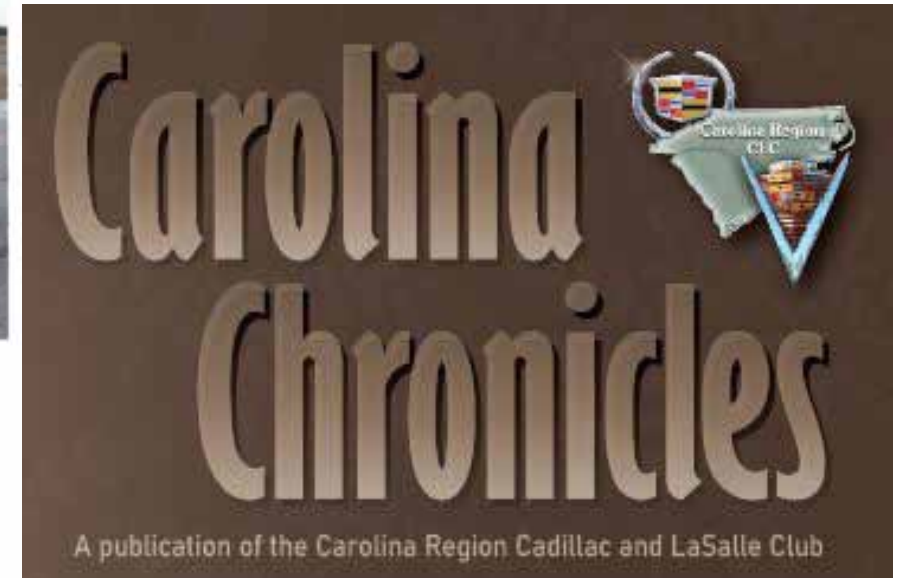
My problem is wanting to drive the car so much. It is difficult to simultaneously drive a vehicle and maintain it in show condition.

I get great joy in telling people about the Brougham and all the accessories built into the vehicle. Designed by Ed Glowacke, the Brougham featured Cadillac's first completely pillarless four door body styling. The vent windows are electrically controlled. The Brougham was further distinguished by a brushed stainless steel roof, quad headlights (new for 1958) and totally unique trim.

Exterior ornamentation includes wide ribbed, lower rear quarter beauty panels and a rectangular sculptured high lighted cove with five horizontal wind splits on the rear doors. Tail style treatments followed the Eldorado theme and suicide hanging was used for the rear doors.

Note: Thanks to David for sharing his gorgeous 1958 Eldorado Brougham with us this month!

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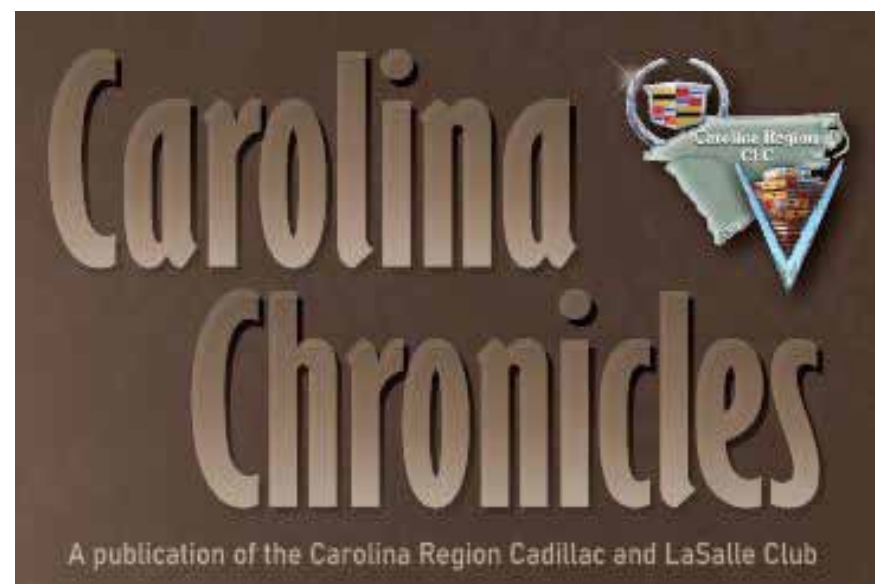


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Standard equipment included all possible accessories including three two barrel carbs on the '58 model, air suspension, low profile tires with two thin white walls, automatic trunk lid opener, high pressure cooling system, polarized sun visors, signal seeking twin speaker radio, electric antenna, electric door locks, dual heating system, stainless steel magnetized drink tumblers, cigarette and tissue dispensers, lipstick, leather note book, ladies compact with powder puff, comb and mirror, automatic starter with restart function, Autronic Eye, drum type electric clock, power windows, forged aluminum wheels, Step atomizer with one oz. bottle of Arpege Perfume extract made by Lanvin, Paris.



Brougham buyers had a choice of 44 full leather trim combinations and could select such items as Mouton (lambskin) and Karakul carpeting.



The Seventh Cadillac

Text and photos by Mark Waterman

The seventh Cadillac I've owned is the 1973 Coupe de Ville several of you have seen at some of our NTX meetings. My acquisition of this fine motorcar is a story now submitted.

In the spring of 2017, I had some "car money" burning a hole in my pocket, having recently sold my red '92 Corvette. With the departure of that package of plastic trouble, I was anxious to get another Cadillac back in the fleet, and decided I needed a Coupe de Ville. My favorite years are 1949 to 1979, so I started searching for the nicest one I could afford, meaning I didn't want a project. I enjoy working on cars and was willing to do some minor repairs, but really prefer driving them and taking long-distance trips. After all, the open road is where Cadillacs really shine.

The first one that caught my eye was a metallic light green 1962 in Hallsville, Texas. I missed that one by two days. Then I saw a low-mileage 1974, also metallic light green, near St. Louis, Missouri. Soon, two more appeared. There was a white with red interior 1978 near Minneapolis that had come out of an estate in Missouri, and a yellow 1976 with khaki interior in Nebraska. Since we have family in Wisconsin, we decided to take a trip and make a big loop.

The '74 near St. Louis turned out to be more project than I wanted. It drove nicely and the interior was good, but the paint was faded and the plastic bumper extensions were cracked. The steering, brakes, and suspension were worn, too, so I passed on the car. We drove on to see family in Wisconsin. We'd spend a few days there in Madison, then go see the white car in Minneapolis, and from there to that long, low-mileage 1976 in Nebraska.

While in Madison, I scanned the internet and found a triple black 1971, but ignored it because the mileage was high and it had some rust. It also turned out the '76 in Nebraska had sold, but a 1973 popped up in Muskego, Wisconsin. It was light yellow, had no vinyl top, and was pictured without fender skirts, but with Truespoke wire wheels. Though suspicious of rust in any Wisconsin car, I called the farmer that owned it and learned that it had only 48,000 miles. Also, it had been collector-owned and garaged for at least 30 years, and was undercoated when new. Further, the original fender skirts, wheels, and wheel covers were included. And no, it never had a vinyl top so the roof and rear window were solid and intact.

So I said to my wife, "Lynn, wanna go over to Muskego and look at an old Cadillac?" "Sure" she replied, "let's go for a ride!" When we got to the farm, the car was already out of the pole barn that held the farmer's tractor collection, and the stock wheels and skirts were back on it. "Wow! No vinyl top, Mark. Just look at the beautiful lines on that car!" Lynn said as we drove up. Before we even stopped, she said "You better buy that one!" Now I ask, how many times in your life do you think you're going to hear that from a wife who knows you already have five vehicles? Well, the rest of it was just an informal dance where the Truespokes were, to my great relief, negotiated away. He didn't even have all my cash in his pocket before he was telling me about the tractors he was going to spend it on.

The lumps on the 21-year old tires made the Coupe de Ville shake its rear end like an overweight dancer, but happily, within ten miles, right there in downtown Muskego was a Discount Tire store that had a set of four P215/75R15 radial narrow whites that fit perfectly and calmed my nerves. On the way back to Madison I thought, "Boy, what a smooth ride! I've been too long without a Cadillac." I called Minneapolis and cancelled the appointment to look at the white car, then took my swell new ride to a trusted shop in Madison for a thorough check-up, lube-oil-filter, and new rear brake line. Now good to go for the 1000-mile trip to Texas.

Or so I thought. The first day and a half went real well. Eight hundred forty miles smooth as silk, stylin' all the way. Then, in Atoka, Oklahoma, it died... deader 'n a hammer. We coasted into a hotel parking lot. Lynn turned the starter key while I looked under the hood. The starter wiggled, not as much as the rear end had in Muskego, but still... starters aren't supposed to wiggle. Even so, the engine did turn over but just wouldn't fire. Four or five phone calls later to local repair shops revealed that my best offer was "Oh, maybe we can look at it next week, but we don't have anywhere to park it. And you know, those old cars are hard to diagnose, if you can find anybody who'll do it. And parts are even harder to find. Probably a few weeks, minimum. What did you say it was, a Continental Lincoln?" So, plan B was to call my friend Bill Sommers who has a Dodge Hemi pickup truck and a nice long trailer. When I asked him "What are you doing tomorrow?" he said "Nuthin'. What've you got in mind?" I said, "A road trip, 160 miles one way, to rescue my newest land-yacht, which is only slightly smaller than my house." "Sure, let's start at 8 a.m." came the answer that was music to my ears. Lynn and I drove the chase car back to McKinney, and got home by about 7 p.m.

Continued on page 3

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The Seventh Cadillac

Bill arrived at 8 a.m. sharp the next morning. We were in Atoka by 11 a.m. and loaded before noon. The trailer winch had grunted, and Bill said he didn't recall hauling anything so heavy, but that Hemi just pulled like an ox, so we were back in McKinney before supper.

The next day, diagnosis revealed a no-spark situation. A different coil didn't change things, so I got a spare set of points and condenser from my garage. Figuring the condenser was easier to install and, unlike points, didn't need adjustment, I tried that next. The engine fired right off! Wow! I've never known a condenser to fail and bring the whole show to a stop, but that one did!

Next step was a few "minor details" to make the Coupe de Ville run and look perfect—nothing major, just quick repairs. Under-hood it got a starter, new battery and alternator. I also noticed the radiator had minor leaks, as did the valve cover and intake gaskets, and freon was needed for the A/C system, which kind of worked. With radiator removed, I decided the hoses and belts should be replaced, too. And did I really want to trust that old original water pump?

Then I realized the heater control valve was leaking, and figured the heater core was probably just as old as the radiator, so what better time?

Besides, I was going to have to tear the dash apart to diagnose the A/C system, anyway. Also, the fluid lines looked a little iffy to the critical eye, so those for power steering and trans cooler got replaced, as did fuel lines, the last of which twisted off in the fuel pump. Well, might as well replace the fuel pump, too.

Gosh, with all these new parts in place, I might as well paint the engine and engine room. I may never get a better chance. This is called "project creep" and if it hasn't happened to you then you probably don't appreciate the humor of it.

"How about that A/C system?" you ask. Here's more humor. Remember the leaking heater control valve? Apparently, the vacuum hoses pulled antifreeze fumes and residue into the A/C control head, so it was all gummed up and plugged and needed cleaning. Also, some of the temp senders and sensors had been disconnected or by-passed. After all that was fixed, the A/C system ran perfectly for at least two hours. Then the compressor howled like a banshee, and locked up tighter than Harold's hatband. Funny, huh?

That wasn't near as funny as the brakes that arbitrarily decided to lock-up on one side and fail to operate on the other. Excitement comes in many forms, but you know, in the larger scheme of things, a full brake job isn't that expensive or complex, and now I've got the receipts to prove it.

Another thing that's a lot of fun is completely washing, polishing, buffing, waxing, and detailing a car that's 228.5 inches long and 79.8 inches wide.

Well, I'm here to tell you I enjoyed almost all of it—nearly as much as I do driving this beautiful motorcar, the 1973 Cadillac Coupe de Ville!

Happy motoring, Mark Waterman



Thanks to the CLC North Texas Region for connecting us to Mark and allowing re-print of his story and Mark for sending us the terrific photos to share with all our FINZ readers - Ed

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The Seventh Cadillac

Mark Waterman's '73 Caddy is one awesome example. The colour, the condition and the character lines.

Just the other day I was watching an old episode of 'Barnaby Jones' (on the 'Jones Too' Channel) because they have so many cool old cars, all coloured, mind you and in an underground car park next to Barnaby's daughter-in-law's red Ford Pinto was a '73 Caddy just like this one. You could tell because of the rear fender scoop which is very reminiscent of the '59 Fleetwood 'panel scoop'.

May you enjoy the 'care-taking' of your fabulous '73, Mark - Ed.



Editor's choice

Wherever possible I look for interesting articles and pics to share with you!

If you're one that is self-isolating at the moment or like me, encouraged to 'work from home' you may have time to take your Caddy out for a spin around the block or surf the web! I recently saw a couple of interesting links that are worth clicking on - enjoy!

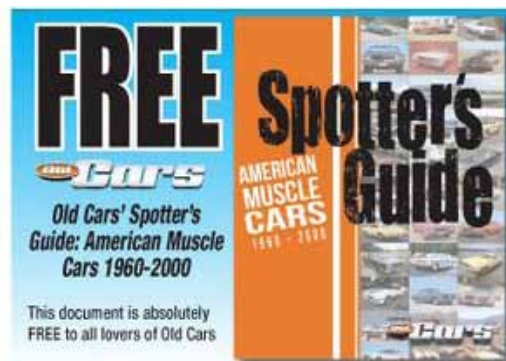
The following came courtesy of my 'Daily Hemmings email feed' (remember to subscribe at www.hemmings.com).

The following is amazing, paintings that look like photos. You would be hard-pressed to notice the difference on some. Making fine art of old detective television show cars with painter Ben Addison



https://www.hemmings.com/blog/2020/03/03/making-fine-art-of-old-detective-television-show-cars-with-painter-ben-addison/?refer=news&utm_source=edaily&utm_medium=email&utm_campaign=2020-03-03#&gid=1&pid=14

Courtesy of my weekly email feed from www.oldcars.com comes a 64-page PDF you can download for free all about 'Spotting Muscle Cars' - nice, very nice! For those that do not have email, ask a teenager that can access it for you to have a look. Printing it off might be a task though! Enjoy
<https://www.oldcarsweekly.com/ocw-resto-tips-thank-you-page>



Did you know you can source Radial tyres that looks like the original Cross-Ply Bias? Read below



In unprecedented times like these, currencies can change and innovators become diverse. And 'what is the Corona Virus anyway?' The following may help?



Editor's choice

Wherever possible I look for interesting articles and pics to share with you!

The following is a **MUST READ** for all of us that own an old Caddy or other make. There are also some fine Caddies in this outing that resulted in one old Packard catching fire!



https://www.hemmings.com/blog/2020/03/10/old-cars-need-to-be-driven-unless-they-catch-fire-the-reliable-carriers-eight-flags-road-tour-amelia-island/?refer=news&utm_source=edaily&utm_medium=email&utm_campaign=2020-03-10

Definitely worth reading this link because there are few Caddies amongst the rally as well as some beautiful Vintage iron. Good story too from the writer who was lucky enough to ride in a few of these fab cars - Ed





Throughout the late nineties, the CLC(NZ) Magazine published a monthly cartoon created by member Jason Curry.

Twenty years on, we look back on some of the highlights of the series with the very best of *Cardillac Arrest*□



**Cadillac La Salle Club
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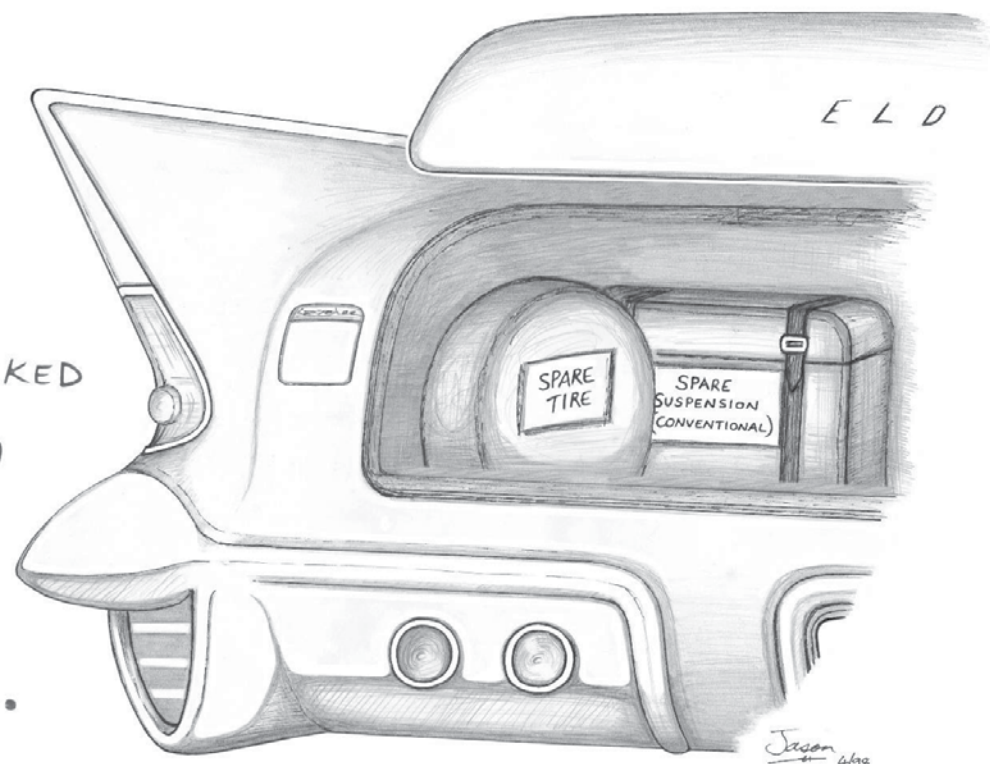
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OTAGO/ SOUTHLAND

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Patron - Maurice Hendry
(Founding member)

Any Contact to Ron Melville

[Corrections to: finzmagazine@gmail.com]

What's on the FRIDGE?

APRIL thru AUGUST??? All events seemingly 'Frozen' (as in 'the Fridge!') - let's hope there is some thawing soon!

SEPT/OCT - With luck, 'The Golden Mudgee Muster', CLC Australian 50th Anniversary, Mudgee, NSW Australia

NOV - 25th - 29th, Beach Hop Whangamata Twentieth Anniversary Event

Stuff -4- Sale



I have a 1978 Ford Thunderbird Diamond Jubilee Edition "Classic Car" that I only drive to Car show-n-Shines. It is a real gem in that it only has 7,700 actual kilometres on the odometer and is basically a NEW/OLD car that is in pristine condition. I'm asking \$28,000 (US Dollars) for the car. I have it advertised on CarGuRus in the USA and on Autotrader.ca here in Canada. The car is located in Calgary, Alberta, Canada and I can be reached by phone @ 1-403-255-8272 or [email @ mdhont@shaw.ca](mailto:mdhont@shaw.ca)
Regards, Marc D'Hont, Canada

Stuff -4- Sale



Hi Ron - Could I include this in magazine? \$800.00 and I can transfer entitlement of the personalised plate to purchaser. Bought it years ago with the intention of another Cadillac for me. Wayne's (husbands) plate is PRZLEY. Regards Frances. 027 688 0677
frances.wayne@xtra.co.nz



Tail Lights

