



finz © is the official magazine of the Cadillac La Salle Club of New Zealand Inc.



Ian's '55 Project!

June 2023



# Rondezvous!



FINZ Magazine Editor: Ron Melville

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

Deadline is 20th of each month

*Hi and welcome to another FINZ issue. This month, our 50th Golden Anniversary Celebrations are accelerating and you can expect to read more about our planned 50th in this and coming issues. Stay tuned! Those of you that belong to the US CLC Global club (there's a few of us, like me here in NZ), know that within the greater club there are also 'Chapters' like 'LaSalle Appreciation Society' and 'Deville Drop Tops' and 'Vertical Headlamps' (I am a member of this one). In fact there are ten such 'Chapters'. All are very cool in their own right and specialise in a particular model of Cadillac (or LaSalle). One such chapter is the '5960 Cadillacs' Chapter whose website is:*

*[5960cadillac.cadillaclasalleclub.org](http://5960cadillac.cadillaclasalleclub.org) Why am I telling you this? Because the '5960 Chapter', Director (Chuck Patton) has registered to attend our 50th in Wellington. How cool is that? Read more about Chuck in Jasons '50th update' elsewhere in this issue. We have ten '59s in the NZ club and seven '60s. Are all you members coming to the 50th to meet Chuck? I'm sure he'd love to meet you!*

*As you know I enjoy reading lots of old (and EV) related car stuff, but didn't know 'That GM is credited for the success of Tesla!' Did you know that? Many old car people are not as connected (unintended pun) to EVs as much as me and several other NZ CLC members but until you drive one, only then will you appreciate the linear drive, smoothness and sheer power of an EV that will leave your ICE in the dust (or should I say, in the carbon cloud!). Have a read of the article in this issue.*

*Cover Caddy this month is Ian Priestley's '55 Project Caddy. Ian was a CLCNZ member back in the early 1990s and has re-joined. With luck, we will see Ian and his transformed '55 in Wellington!*

*Elsewhere in our mag this month we read about...*

- > The 'Credit to GM!' article
- > News from the Caddy family from around the world
- > NEW and starting in this issue - '1973 - 50 Years of Caddies'
- > Kev continues to be in fine, Fin form! Cheers to that!
- > 50th Update from Jason and details about 'Chuck!'
- > Double 'Editor page' about all sorts of things
- > Miss Lane page welcomes two more new members
- > And the best Tails in Town!

*Until next issue, keep Covid-safe, cruise safe, dry and send me your past autumn and winter stories and pics. Keep warm.*

*Photos and stories please to me at [finzmagazine@GMail.com](mailto:finzmagazine@GMail.com)*

*Best regards, Ron (Ed)*





## Our Global Cadillac Family from NZ and around the world!

Thanks to our friends at the 'Motor City Region' in Detroit for allowing us to re-print their interesting article.

**Cadillac & LaSalle Club  
Motor City Region  
The Standard  
June 2023**

**Many folk are not presently engaged with anything EV related, yet GM was one of the early innovators. They 'could' have been the EV market leader instead they can be credited for Toyota and later Telsa to dominate Hybrid and full Electric transportation.**

A HEARTY WELCOME TO CLC'S NEWEST MEMBER—ANDREW POSKIE. We patronize the Motor City Region of the Cadillac & LaSalle club because of our respect and admiration for those two venerable brands. Together, they constitute more than a century of automotive design and technological leadership. Some of us are passionate for the silky murmur of V-16 engines, others worship tailfins that soar to exorbitant heights. Most of us are sure that Cadillac will remain a personal transportation leader long after our precious collector cars are passed along to new owners. One area of disagreement among club owners is electrification. In spite of GM's pledge that its entire fleet will be battery-powered in a few years, there are skeptics who believe this is not a sure thing. Three concerns are the driving range offered by today's electrics, the lack of infrastructure to support long trip recharging, and the higher initial cost of a battery-electric vehicle (BEV) over a conventional automobile. We're addressing this subject because internal combustion (IC) believers outnumber BEV fans among our membership. And because the newest addition to our club owns and admires his hybrid-electric 2014 Cadillac ELR. The purpose of this story is to welcome that owner—Andrew Poskie who resides in Plymouth, Michigan—to our club and to celebrate the significance of his ELR in the greater scheme of automotive things. Let's start by turning the clock back to 1990. Early that year GM unveiled its experimental Impact two-seat coupe at the Los Angeles Auto Show based on Hughes Electronics and AC Propulsion technology developed to win solar race events. The enthusiastic response that followed prompted the California Air Resources Board to announce that the top seven brands marketing cars in the Sunshine State must begin providing 'zero emissions vehicles' to help cleanse California's polluted skies. Though that mandate was ultimately rescinded, GM took it seriously, soon launching a monumental engineering effort aimed at complying with the ZEV order. The Impact BEV's frumpy looks were passed to the limited-production EV1 that was marketed during the last half of the 1990s. EV1 was the first mass-produced BEV in modern times. Only 1,117 examples were delivered, first with lead-acid and later with nickel-metal-hydrate batteries. Fearing that warranty costs would be prohibitive, GM leased EV1s to early adopters instead of selling them. Then in 2003, GM abruptly dropped the checkered flag on this bold experiment. Except for a handful of cars saved for museum display, every EV1 was recalled and crushed. **Elon Musk subsequently stated that his disgust over EV1's sudden demise served as a major motivation for his Tesla initiative.** A few years earlier the Japanese had a different/better idea. The Toyota Prius and Honda Insight exploited the efficiency of AC electric propulsion combined with a conventional IC power source. After success in Japan, these 'hybrids' were inevitably imported for sale in the US. By 2007, the Environmental Protection Agency and the California Air Resources board rated the Prius one of the cleanest running vehicles money could buy! After investing more than \$1-billion in EV1s, GM wasn't about to let the Japanese hog all the low-emissions glory. Product guru Bob Lutz charged his engineering troupes to beat Toyota no matter the cost. The resulting 2010 Chevy Volt had a small IC engine combined with two AC motor-generators to provide multiple propulsion modes. Plugging the Volt into a power outlet overnight recharged its battery. Following another billion-dollar investment, Volts were sold in GM dealerships all over the globe with US volume topping 150,000 cars. Cadillac's piece of this action was the 2014 ELR personal luxury coupe. Its sleek shape came from Cadillac's stunning Converj concept vehicle presented at the 2009 North American (Detroit) International Auto Show. A refinement of the Volt's EREV drivetrain provided nearly 40 miles of pure-electric driving with a top speed just over 100



mph. The base price was around \$76,000, roughly twice the cost of a Chevy Volt and substantially more than a Tesla Model S sedan. (While this price of entry seems steep, BEV customers did receive a \$7,500 federal tax credit plus additional rebates in certain states.) ELR's powertrain consists of a 1.4-liter 86-hp gasoline engine, two electric motor-generators (one rated 181-hp, the other producing 74-hp), a 16.5 kW lithium-ion battery, and an electronically controlled multi-mode fwd transaxle. Four distinct driving modes offered propulsion via one or two electric motors, one electric motor with the engine running to maximize range, or a combination of both motors and the engine driving the front wheels. (All AC devices can operate as a drive motor or an electric generator.) Car and Driver testing reported 0-60 mph performance of 9.0 seconds in EV mode, 8.1 seconds with the IC engine assisting, and a (governed) top speed of 107 mph. Fuel economy ranged between 32 and 38 mpg in various driving conditions. Pure electric range was 37 miles. Consuming all the on-board electrical energy and 9.3 gallons of gas provided 340 miles of range. Andrew Poskie, 33, purchased his ELR only a few weeks ago from Suburban Cadillac in Plymouth, Michigan for \$20,000. This daily driver is in pristine condition with but 56,000 miles on the odometer. Poskie graduated with a Bachelor's in Fine Arts degree from Detroit's Center for Creative Studies in 2013. He currently teaches Industrial Design and Maker Space Mechanics at Romulus High School and aspires to design Cadillacs at GM. This electric vehicle enthusiast would appreciate any assistance MCR members could provide to achieve that end. Cadillac sold just under 3,000 ELRs during its 2014—2016 lifespan. Lessons learned aided the development of the broad range of hybrid and BEV sedans, SUVs, and trucks currently sold by Buick, Cadillac, Chevy, and GMC. GM's goals are to sell over a million BEVs per year by 2025 on the way to a fully electric fleet by 2035. In 2012, California hoped for 2.5-million BEV sales by 2025, a goal that has already been achieved. GM just announced a joint venture with Samsung to erect a \$3-billion US battery manufacturing plant. Tesla recently expanded the use of 17,000 SuperCharger stations in the US to every BEV owner. Our illustrious federal government recently passed legislation providing \$7.5-billion to states and 'eligible applicants' for electric car charging facilities adjacent to interstates, major roadways, and urban locations. Thanks to all the BEV skeptics in the club who endured this report. As a sign of gratitude, please salute Andrew Poskie for his ELR vote in favor of electrification! If you believe widespread electrification is a myth, don't hesitate to forward your evidence for publication. [Many thanks to the CLC Motor City Region for allowing us to re-print this interesting story. There are old car EV conversions happening around the world. Cadillac's Lyric (its first EV) is proving to be a good seller so far. Ed]



# Our Global Cadillac Family from NZ and around the world!

**AUSTRALIA** - Hi Ron, Here are some pics from 'National Motoring Heritage Day' which celebrates Australia's motoring history. It was a lovely sunny autumn day but spoilt by strong winds. Approximately 700 cars, varied and interesting cars were on display. Attached are photos of Cadillacs if you are interested, two of which are my Seville. The other cars are a 1959 4 door convertible, a 1965 Coupe DeVille and a Fleetwood Brougham. Best regards George Akele. [Terrific George, always great to receive something from you. Regards to you and Johnny Devlin! - Ed]



Hi Ron. The Australian 2024 Cadillac LaSalle Nationals has now gone live! The Western Australian region of the Cadillac LaSalle Club of Australia will be hosting the 2024 Cadillac LaSalle Nationals in beautiful Perth, Busselton, Margaret River and Bunbury. This time around it is going to be bigger and better and held over eight days from 14th – 21st April 2024. The South West stage will incorporate two Driving Tours thru the South West scenic areas such as Margaret River, Yallingup, Bunbury and Dunsborough. Luxury coaches will be used for the local wineries and other tourist attractions tour. The Show and Shine Day, along with the presentation dinner are planned for Saturday 20th April 2024. Here is a sneak preview:

Sunday 14th April 2024 - Sunday is at your own pace and on your own. 8 am Gathering at University of Western Australia for Classic Cars & Coffee. Cadillacs will be front and centre on display joined by 600+ makes and models from around the world. This is a fantastic local event that is well supported. [Classiccarsandcoffee.com.au](http://Classiccarsandcoffee.com.au). 12 noon. Head to Whiteman park for lunch at your own cost. After lunch enjoy WA's largest Motor Museum at your own pace. [motormuseumwa.com.au](http://motormuseumwa.com.au)

Monday 15th April 2024 - Private tour of some of Perth's collections. Please make your own transport arrangements. 8:30 am Making your own way to Balcatta WA, for two workshop tours. Cars currently in the workshop, include Cadillac, Jensen, Bentley, Delahaye, Hispano, Suiza et al. After a morning tea you will make your own way to the third workshop in Victoria Park

Tuesday 16th April 2024 - Make your way to Busselton for the main event. 6 pm Welcome BBQ (Dress Code is "Cadillac Shirt") - Free event. (Cont >>>)

Put on your best Cadillac shirt and catch-up with old friends and meet up with new friends.

Wednesday 17th April 2024 - 9 am: Cruise to Bunbury. Our cruise to Bunbury will take about an hour through the magnificent Tuart forest. First stop is the new Bunbury motor museum, a small museum full of interesting motor cars and bikes. 6.30 pm Dinner at "Shelter Brewing" on the foreshore. A local beer brewery and kitchen in Busselton.

Thursday 18th April 2024 - 9.30 am: Wine / Chocolate / Cheese / Craft tour (Lunch at own cost at the Black Brewery) Pickup by coach or drive yourself. Wine / Spirits tastings are at your own cost per venue. Details to be finalised with some of the possibility's being, Grove distillery, Aravina Estate, Margret River Chocolate, Hay Shed winery, and Bethany Nougat. 6:30 pm: Movie night. We will set up the big screen at the back of the hotel to present a special movie. Staring Renee Zellweger My One and Only. The star Cadillac used in the movie will be on show in the flesh

Friday 19th April 2024 - 9 am: Tour of the Margret River and Yallingup region. A driving tour of the magnificent Margaret River and Yallingup region. 6.30 pm Time to relax Dinner. The Hotel will put on a Parmi night so you can sit and relax without thinking about how you are going to

be fed!

Saturday 20th April 2024 - 10 am: Show & Shine at Signal Park - Busselton CBD. Signal Park is close to the Busselton Jetty which is the longest wooden jetty (pier) in the southern hemisphere, stretching almost 2 km out to sea. 6 pm: Presentation Dinner at Host Hotel: (Dress code - Hawaiian Night) A relaxed fun filled evening is planned, together with Presentation of awards and auction. Dress in your best, (or worst), Hawaiian outfit.

Sunday 21st April 2024 - 7.30 am: Farewell BBQ Breakfast at the Host Hotel. All entrants are welcome at the Farewell Breakfast BBQ at the restaurant of the hotel. Breakfast will be available, and is the last opportunity to farewell old and new friends before departing Busselton.

We would like to invite you to our 2024 Australian Cadillac LaSalle Nationals and to our wonderful State of Western Australia – Experience the Extraordinary!!

Please feel free to contact me direct if you have any questions or require further information.

Dave Batger, 2024 Cadillac LaSalle Nationals Organiser  
[58cadillac@inet.net.au](mailto:58cadillac@inet.net.au) 0401 100 288

Facebook - 2024 Cadillac LaSalle Nationals | Facebook

[Thanks Dave. As you know, past Pres. Steve Gill and I attended one of your Nationals in WA a few years back and it was awesome. Can thoroughly recommend any Kiwi to attend. Our friends in Ozzie know how to 'roll-out the red carpet' when it comes to organisational skills, hospitality and providing a great time. That's what happens when you belong to the 'Cadillac Club Family!' Ed]

Hi Ron. What a great read very enjoyable, so many interesting articles lots of great pictures, hope your 50th Anniversary dinner is a great success, looks like the club is going great, well done. Best wishes Chris and Gudie (CLC Victoria)

**IRELAND** - Hi Ron, Great to read about our annual All American Show in the latest issue of Finz. The show was absolutely gangbusters - we had so many visitors we had to open a 2nd and a 3rd parking field to accommodate everybody. Normally just our one (large) parking field is enough for all our visitor parking. And great to read about the fire engines in Miss Lane. Yes Liam Moore certainly is a character! Best regards, Nick Stratta [Good on you Nick - Ed]

**USA** - From Jack Brackx (Florida) - Hi Ron, Thanks for another great issue of FINZ Magazine. [Thanks Jack - Ed]

Another good one Ron. Bill Overend (Atlanta) [Thanks Bill. We attract a lot of views by uploading our FINZ mag to the US CLC website. Check out [www.cadillacclub.org](http://www.cadillacclub.org) and go to 'Forum, then Newsletters'. Ed]

Hi Ron, Thanks for another great issue. Really enjoyed Andrew Deam's beautiful Coupe DeVille wraparound cover shot! Beautiful car from any angle. Happy motoring, Mark Waterman Cadillac-LaSalle Club- North Texas Chapter [Thanks Mark. Anyone can view FINZ on the CLCUS website - Ed]





**>>LATEST UPDATE** Have a read of latest registration numbers, thus far. Targets are progressing well but we need more Caddies (or even your non-Caddy/ American car) to come along. Wouldn't it be marvellous if we had 50 Caddies participate at the 50th? Approx. 20% of Registrations so far are from Overseas members - isn't that fantastic! Organiser Jason and his crew are doing a fabulous job, so please support this 'one in fifty-year event!' Miss it and you'll have to wait for the next biggie - 60th? Registration form attached. More updates from Jason when they come to hand - Ed

# 1973 2023 50<sup>th</sup> GOLDEN ANNIVERSARY National Rally Weekend

CADILLAC LA SALLE CLUB OF NEW ZEALAND 20-23 October, 2023 - Wellington, New Zealand

**REGISTER NOW!**

**NEW!** **SPECIAL GUEST FROM** **Detroit MOTOR CITY**

**CHUCK PATTON**  
Concours Judge

Awarding the... **Best Member's 1959 / 1960 Cadillac**

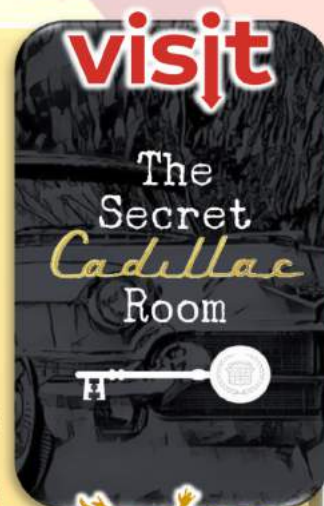
## Countdown to Fifty...

Meet our special international guest, **Chuck Patton**, Director of the 5960 Chapter of the CLC (1959 / 1960 Cadillacs). Chuck is an experienced appraiser and concours judge, and he will be awarding a trophy for the best 1959 / 1960 Cadillac at the event!



**SWAG**

Due to production lead times, you are encouraged to register by **31 August** to ensure you don't miss out on your **exclusive souvenir event gifts**



**GOLDEN ANNIVERSARY DINNER**

Start planning your **GOLD** outfit today

### • REGISTRATION UPDATE •

Target: 125 guests  
**Confirmed: 73 guests so far**  
including 12 overseas guests!

Target: 50 Cadillacs  
**Confirmed: 27 Cadillacs so far**

Target: 70 grille badges  
**Confirmed: 28 badges sold so far**

**50<sup>th</sup> Anniversary Event Registration: \$50 PER PERSON**

'True Cost' registration for Club affiliated non-members, and for new members who have joined after 1 January 2023: **\$195 per person**. Event registration form attached.

**50<sup>th</sup> Anniversary Grille Badge: \$50 PER BADGE** (includes NZ postage, please add \$4.80 for Rural Delivery charge). Contact Jason at [curried@hotmail.com](mailto:curried@hotmail.com) or on 021 0221 5373 to order your grille badge.





## From the Editors Drivers seat!

Hi all. Check out this cool Barn Find LINK below featuring an amazing collection of early Chevs (mainly) but it is the originality of many old rides that is worth looking at.

[https://www.hemmings.com/stories/muscle-car-barn-find-reveals-rare-409-classics/?utm\\_medium=email&utm\\_source=hcc\\_weekly&utm\\_campaign=](https://www.hemmings.com/stories/muscle-car-barn-find-reveals-rare-409-classics/?utm_medium=email&utm_source=hcc_weekly&utm_campaign=)



Gosh, not a month seems to go by nowadays when read about someone we know has passed! Those of late some of us may have known/ heard of is:

Tina Turner. Queen of Rock n'Roll it is said and certainly a legend down this part of the planet having featured at the NRL play-offs for many years in the late 1980s/ early 1990s.

Most people would have an album (vinyl) or cassette/ CD of hers?

Whoa, mention of a vinyl is going back, then again they are popular again. I saw some exact copies for sale at JB HiFi that I have in my own collection selling for \$60 and \$70! I used to gulp when paying less than \$10 for them in the 1970s when they were new and originally released! These are the LPs played by the likes of recently passed, NZ radio DJ legends, 'Doctor Rock' (aka, Barry Jenkin) and 'Muzza' (aka, Murray Inglis). As a teenager I listened to them both on the likes of my home town Auckland, private radio stations, 'Hauraki and Radio i' (anyone remember them? How about Radio Avon in Christchurch?). Have read of the following. LINKS lead to interesting podcasts about both iconic Kiwi DJs.



'Good evening, citizens': Radio legend Barry 'Dr Rock' Jenkin dies at age 75. Over the course of his four-decade broadcasting career, Jenkin ardently supported everyone from The Stones to The Cure while also lending his voice

to a sizable number of television voiceovers. In the late 1960s, Jenkin received training as an announcer for the NZ Broadcasting Corporation. He spent three years working at Palmerston North radio station 2ZA before returning to Auckland and joining 1ZM. Jenkin alternated long shifts with the state-controlled ZM and Radio Hauraki in the 1970s, a time when Radio Hauraki frequently dominated the Auckland market. Jenkin acquired the opportunity to play mainly what he wanted. It's also where he received the nickname that most people would come to know him by, coined by DJ/ programme director Fred Botica - Dr Rock.



One of the country's best-known radio personalities, Murray "Muzza" Inglis, has died aged 80, after a battle with cancer. New Plymouth-born Inglis had a career that spanned five decades. He joined the state-owned New Zealand Broadcasting Corporation in 1962 as a clerk, before a trial on-air in Palmerston North where he was told he sounded "too Kiwi" and let go. Determined to be a radio announcer, Inglis moved to Sydney, starting a broadcasting career that would take him through dozens of stations in big cities and smaller centres on both sides of the Tasman. His heyday in New Zealand was in the era of the big independently owned commercial radio stations, such as Radio Avon in Christchurch, Radio Hauraki and Radio i, the FM pioneers 89FM and 91FM in Auckland and Radio Windy in Wellington. In 1977, Inglis won a United States award from Billboard magazine as the South Pacific personality of the year. That prompted a thank-you letter to the Palmerston North manager who gave him his first break, then sacked him. His most famous episode came in the same year, when Inglis locked himself in his studio at Christchurch's Radio Avon for two days. Inglis lived out his teenage dream of being a radio announcer well beyond his career in mainstream commercial radio. He had a show on Devonport-based station The Flea before switching to an online station in 2018. He then moved to his own [www.muzzapower.net](http://www.muzzapower.net) until his health declined, following a diagnosis of the blood cancer myeloma in November 2021. Inglis celebrated his 80th birthday four months early in January at his waterfront Auckland flat, with a large turnout of friends and radio industry figures who had worked him over the decades. <https://www.rnz.co.nz/news/national/489879/radio-legend-murray-muzza-inglis-dies-aftercancer-battle>



Not necessarily all in this colour, this car sticker was a common sight on many a rear window screen in Auckland in the 70s. 1480am. Hauraki was the driver to the eventual FM modulation air frequency bands.



Rex Findlay sent me the following Elvis LINK. Excellent it is too. Have you seen the latest movie, called 'Elvis' ? Out too on DVD now. New Elvis movie is a buffet of The King's Cadillacs: [https://www.hagerty.com/media/entertainment/new-elvis-movie-is-a-buffet-of-the-kingscadillacs/?utm\\_content=MED\\_UN\\_NA\\_EML\\_UN\\_UN\\_DailyDriver\\_Wednesday&hashed\\_email=8ca85](https://www.hagerty.com/media/entertainment/new-elvis-movie-is-a-buffet-of-the-kingscadillacs/?utm_content=MED_UN_NA_EML_UN_UN_DailyDriver_Wednesday&hashed_email=8ca85)



[Many thanks Rex for the Elvis LINK. It produced this wicked image at left. Looks at all those colourful Caddies in the front yard of Graceland! Ed]



## From the Editors Drivers seat!

### HAVE YOU SEEN THIS CADDY?

Our LaSalle friend, John Byrden writes: Dear Ron, a simple request below you may like to include in your next mag. Richard Stanley is an active member of the CLC USA having also donated his 27 LaSalle Roadster to the museum, Regards John Byrden - Editor *SalleeSpeaks*

From: Richard Stanley <[rstanley@richardstanleyrealtor.com](mailto:rstanley@richardstanleyrealtor.com)>  
Subject: '64 Fleetwood

Hi - I used to own the car in the photo. I sold it to a friend, and it got passed around to several other friends. Eventually, I heard that the car was bought by a family in **New Zealand or Australia**. Just curious: have you ever seen it? It was immaculate. White leather/black, brocade interior; loaded. Thanks, Richard [Has anyone seen this beauty in NZ? Ed]



Can anyone in Wellington attend the below?

Dear NZ FoMC member club and registered delegates, We remind you of the NZ Federation of Motoring Clubs' 28th Annual General Meeting, to be held at 10:30am on Sunday 18 June 2023 at the Wellington Vintage Car Club Clubrooms, Halford Place, Petone. Thanks to delegates and observers registered so far (21 across 15 member clubs). We look forward to seeing you. [Clubs registered so far are below. Ed]

Greater Wellington Citroen Car; Vintage Car Club of New Zealand; Austin Healey Car Club of New Zealand; Taranaki West Coast Citroen Car Club; Early American Car Club Wellington Ferrari Owners Club of New Zealand; Zephyr & Zodiac Owners Central Region; NZMCA (Motor Caravan Assn); The Model T Ford Club of NZ; NZ Hot Rod Association; Jowett Car Club of New Zealand; Canterbury Mustang Owners Club; Association of Rover Car Clubs; Nelson Classic and Vintage Motorcycle Club; MG Car Club Wellington Centre; NZ Vintage Car Club; NZ Leyland P76 Owners Club Inc.

Here's a great read: Our wonderful LaCad editors, Andrew and Rachel, have given me the on-line copy of the Autumn LaCad for distribution: Click it out!

<https://www.dropbox.com/scl/fo/aodpuxkhcd53doqv0dx8w/h?dl=0&rlkey=2j1k12i7rd1kc8dfnzpvhv1nq>



**RAFFLES & GIFTS Galore** - Below (left) is an incredible 'one-off mat' made by Noeleen Souber's niece, Jade Dandy (who can be found on Facebook under 'Yarn for Daze'). It measures 85cm x 65cm and has been donated to the club as a 'Club Raffle'. Tickets are NZ\$5 each and once you have emailed your ticket order to [noeleensouber@outlook.com](mailto:noeleensouber@outlook.com) she will email you the tickets! Longtime NZ CLC Members will remember Lou Christ who has in recent years lived in the US and in the last 12 months has returned to NZ with her American husband, Craig Christ. Lou is a passionate quilter as well as having a love of Cadillacs (had a '65 here in NZ and a 2000s model in the States). Lou is donating a quilted Cadillac logo,



(as per right photo) that can be raffled by the club as a fund raiser. Look for details about this soon.



Mark and Noeleen have approx. nine 2023 Cadillac Calendars left in stock. They are now \$10.00 each to clear them. Make contact with [noleen.souber@outlook.com](mailto:noleen.souber@outlook.com) Cheers Grant







## *Caddies from fifty years ago!*

Winding back the clock 50 years (hard to believe, I just started my first job), these amazing Caddies hit the street! We look back at the models from 1973 in next few FINZ issues - Ed.



# *The special world of 1973 Cadillacs*

By Earl Rutter Jr.

**F**or 1973, the brochure invited buyers to experience the special world of Cadillac and reaffirmed the brand's status and superiority. "That year in and year out, Cadillac is the world's best known and most universally respected automobile." It was suggested owning a Cadillac was more than owning a car; it was a lifestyle. "From the Cadillac legend comes the Cadillac lifestyle. And from the lifestyle comes a world of driving pleasure and owner satisfaction."

"And that's what's so special about the Special World of Cadillac 1973."

This would indeed be a very special year for Cadillac. The model year opened for dealer introductions on Sept. 21, 1972. By the time the model year closed, Cadillac had produced its 5 millionth car, paced the Indianapolis 500 Mile Race, and sold over 300,000 units for the first time.

Buyers were treated to moderately restyled cars, new options, colors, and luxuries. This would be the most extensive restyling since 1971, when new bodies were introduced. Cadillac improved the bumpers for added safety in the event of a low-speed crash. Grilles on all cars were attached to the front bumper, which was in turn mounted to the frame with a pair of energy-absorbing shocks. The entire bumper and grille would move in a low-speed crash without damaging the sheet metal. The rear bumpers also had energy-absorbing shocks with flexible, color-keyed urethane filler panels occupying the space between the bumper and the body. Both front and rear bumpers had full-width rubber impact strips. Front bumpers also had impact strips on vertical bumper ends.



PAUL DOERKSEN

**ABOVE:** The commanding view from the front seat of Paul Doerksen's Fleetwood Brougham.

**RIGHT:** The upright crest and wreath hood ornament on Eric Vesely's Fleetwood Eldorado Convertible lets everyone know that this was the Standard of the World for 1973.



CADILLAC MOTOR CAR DIVISION



DYLAN FLORES





## Caddies from fifty years ago!

All models except Eldorado continued with the 472-cubic-inch engine rated at 345 gross HP or 220 net HP. Eldorado was powered by the 500-cubic-inch engine rated at 365 gross HP or 235 net HP.

A new exhaust gas recirculation system reduced emissions, as tougher standards were mandated. There were 21 colors from which to choose, with 19 being new for 1973. Interiors were updated and now included "soft pillow" door panels, and a new Cadillac clock with Roman numerals was added.

Cadillac already had a voluminous option list, offering the buyer the choice to equip their car however desired. The options list grew in 1973 to include additional luxuries, like a passenger-side lighted vanity mirror, lap robe and pillow set, and outside thermometer. Also new was a theft deterrent system that would sound the horn and flash the exterior lights if the trunk, engine compartment, or passenger compartment were disturbed. Now, a more in-depth look at each model.

### CALAIS—SERIES 6C

Calais continued as Cadillac's value model, with the hardtop coupe as the only model with a base price under \$6,000. Grilles were restyled, wider than the previous year, and featured a vertical theme. There was now a smaller lower grille under the bumper. Parking and directional lights were now housed between the headlights on each side, and the hood was redesigned. The Cadillac "V" and crest were moved to the center of the hood. Rear bumpers were redesigned with backup lights placed at the top of the bumper; cars included new wheel covers. Sales of Calais were only slightly better than the previous year, with a total of 8,000 sold. Coupes slightly outsold sedans at 4,202 units.

### DE VILLE—SERIES 6D

The de Ville received updated styling changes similar to Calais, but added bright, full-length lower body trim and "de Ville" script on the rear roof panels. The Coupe de Ville scored an impressive 112,849 examples sold, making it the world's most popular luxury car. Meanwhile, the Sedan de Ville was nearly as popular, coming in right behind the coupe, with a total of 103,394 out the door. Vinyl roofs had a new center seam,

## 1973 Cadillac Lineup

Model No.	Body Style No.	Type	Factory Price	Production
<b>CALAIS SERIES 6C</b>				
73-6C	C49-N	Four-Door Hardtop	\$6,038	3,798
73-6C	C47-G	Two-Door Hardtop	\$5,771	4,202
<b>DE VILLE SERIES 6D</b>				
73-6D	D49-N	Four-Door Sedan de Ville	\$6,500	103,394
73-6D	D47-J	Two-Door Coupe de Ville	\$6,268	112,849
<b>FLEETWOOD 60 SPECIAL SERIES 6B</b>				
73-6B	B69-P	Four-Door Brougham	\$7,765	24,800
<b>FLEETWOOD ELDORADO SERIES 6L</b>				
73-6L	L67-E	Two-Door Convertible	\$7,681	9,315
73-6L	L47-H	Two-Door Coupe	\$7,360	42,136
<b>FLEETWOOD 75 SERIES 6F</b>				
73-6F	F23-R	Four-Door Sedan	\$11,948	1,017
73-6F	F33-S	Four-Door Limousine	\$12,080	1,043
73-6F	F90-Z	Commercial Chassis	N/A	2,212

### CHASSIS FEATURES— WHEELBASE

Calais and de Ville	130 inches
Fleetwood 60 Special	133 inches
Fleetwood Eldorado	126.3 inches
Fleetwood Series 75	151.5 inches
Commercial Chassis	157.5 inches

### CHASSIS FEATURES— OVERALL LENGTH

Calais and de Ville	231 inches
Fleetwood 60 Special	234 inches
Fleetwood Eldorado	222 inches
Fleetwood Series 75	251 inches

All Cadillacs had a host of standard equipment features, but also offered many "extras," depending on the series.



**A LADY OF MEANS** could check her makeup and adjust her jewelry before an evening at the opera, thanks to the new optional lighted vanity mirror.

CADILLAC MOTOR CAR DIVISION





## Caddies from fifty years ago!

Indianapolis 500 Mile Race on May 28, 1973. This was the fifth time a Cadillac product paced Indy, and represented only the second time a front-wheel drive car did the honors. The previous time was in 1930, when an L-29 Cord driven by E.L. Cord led the pack. LaSalle's paced the 500 in 1927, 1934, and 1937, while a Cadillac V-12 handled the job in 1931.

Eldorado production hit a record of 51,451, with 9,315 convertibles produced. Of the convertibles, 566 were Pace Cars, and 53 of those Pace Cars were provided to the 500 Festival. Two of the 53 were modified for pace car duty at the event. The remaining 513 were sent to dealers for retail sale. Cadillac also provided six Eldorado coupes, two Sedan de Villes, two Coupe de Villes, and one Fleetwood Brougham for use at the event.

### FLEETWOOD 75—SERIES 6F

The Series 75 received styling changes similar to the standard Fleetwood and were the only in-house-built limousines. They were the most expensive cars in the lineup, starting at around \$12,000.

Production totaled 2,060, with 1,017 nine-passenger sedans made, while the remaining units were limousines featuring a formal divider window.

### COMMERCIAL CHASSIS

Cadillac produced 2,212 commercial chassis in the 1973 model year, which were sent to four coachbuilders; Superior, Miller-Meteor, S&S, and Hess and Eisenhardt, all located in Ohio within 75 miles of each other. These cars did not have the five-mile-per-hour rear bumper similar to the remainder of the lineup, but did have the new type of front bumper.

The Cadillac legend only grew for 1973 with exclusive option packages, added luxuries, generous color and interior choices, and a vast option list. With all of this, the buyer could continue to live the Cadillac lifestyle and experience why the "Special World of Cadillac" was so special. ■

*Earl Rutter Jr. is a CLC and Valley Forge Region member living in Philadelphia.*

### REFERENCES

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### MORE PHOTOS

Point your smart-phone at this QR code to go to the CLC website's Photo Gallery. Once there, this month's photos will be at the top of the list.



# New Designs!

## CLC CLUB STORE



## CLUB & OWNER ANNIVERSARY



377-393-1110 [gmclub@gmclubapparel.com](mailto:gmclub@gmclubapparel.com)

[GMClubApparel.com](https://gmclubapparel.com)

<https://gmclubapparel.com/collections/cadillac-lasalle-club-collection>

Reprinted courtesy of The Self Starter, CLC USA and on this page, check out the amazing selection of memorabilia and apparel on the GMClub website!



# KEVS Caddies

For several years now BoP Member, Kevin Conder has surfed the net looking for cool Caddies and other rides to share with us. He and wife Christine own an amazing '60 Convertible (pic>>>)



The 'Cadillac' of bars! Cheers, Kevin! Jason, can we have one of these at the 50th?



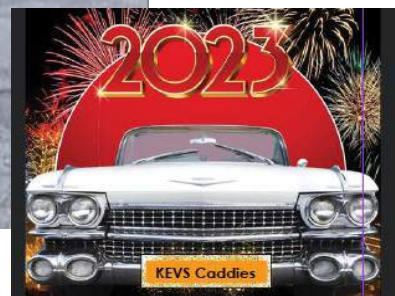
KEVS Caddies



KEVS Caddies

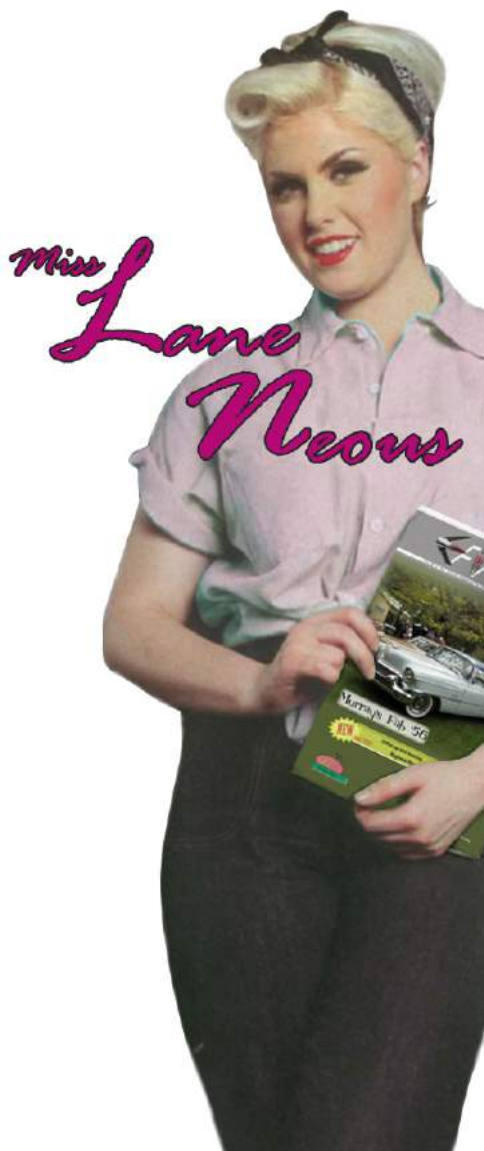


KEVS Caddies



KEVS Caddies





Miss Lane writes ~ WELCOME to two new members:

Peter Elmers from Auckland. He is part of the 'Mothers Car Care products Group' here in NZ, so hopefully a club discount might be in the offering at some point? Peter has a gleaming black CTS (at right) and has had Cadillacs in the past. I understand Peter is attending our 50th in Wellington.



AND Ian Priestley from the King Country (only member we have there) who tells me he was a past CLC NZ member back in the early 90s and has re-joined. He owns several old cars: '71 Buick convertible, a '51 Packard DeLuxe and a GMC Suburban C2500 and a '55 he found in California, drivable condition. It is currently being given a super make-over! Might be ready for the 50th? A pic of Ian's '55 under going a colour change is below right as well as his amazing-looking Packard. As you know, in the 20s and 30s, Packard was Cadillac's biggest competitor. From the examples I have seen from the 'Roaring Twenties and into the Depression years', Packard was indeed 'the swan!'. From what history tells us, if it wasn't for the cash flow produced by the LaSalle, Cadillac may not have survived those tough Depression years. Packard did not in the form they once were and the rest they say is history, for both Cadillac (still here today) and Packard, finally disappearing in the late 50s.

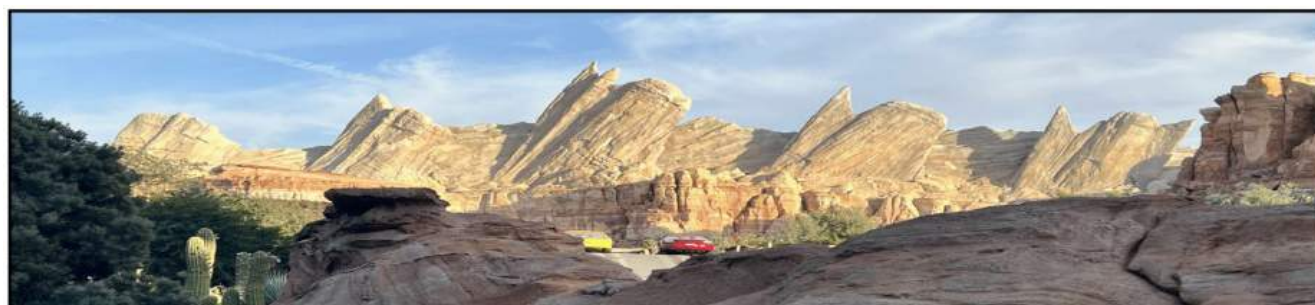


As a 'PS' to this article, our 50th Organiser, Jason tells me: "I have been talking to the new members as they register for the 50th and answering any questions they have. I think most are planning to come. Regards Jason".

Ian's cool Packard:



Below - Cadillac mountains at Disneyland! The peaks of these mountains in Radiator Springs, CA may look familiar to some of you. Here's a hint: From left to right the mountains are named Mount FiftySeven, Mount Fifty-Eight, Mount Fifty-Nine, Mount Sixty and Mount Sixty-One. They are no ordinary rocks but from the Cars Land mountain range in Disneyland, California. The Disney Imagineers were inspired by the iconic Cadillac tailfins of the late 1950s and early 1960s. Thanks to the CLC Valley Forge region (USA) newsletter for these details.





# Where we live

## REGIONAL DELEGATES

### NORTHLAND

>All Enquiries to Pres.

### AUCKLAND

Phil Shaw  
029-412-8953  
phil@shawsjams.co.nz

### BAY OF PLENTY

Contact Steve Gill  
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### TARANAKI

Mark & Noeleen Souber  
027-403-8924  
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### WAIKATO

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dodgydaryl@gmail.com

### WANGANUI/ MANAWATU

>All Enquiries to Pres.

### HAWKES BAY

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10 Regions across NZ

### WELLINGTON/WAIRARAPA

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### MARLBOROUGH/CANTERBURY/ WEST COAST

>All Enquiries to Pres.

### OTAGO/ SOUTHLAND

Rob McCann  
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## 2022/23 CLC NZ Club Officers

### President

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### Vice President

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### Treasurer

Grant Davis 027-264-1204  
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### Secretary

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### Club magazine (FINZ) Editor

Ron Melville 07-557-8090  
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### Patron - Maurice Hendry

(Founding member)  
Any Contact to Ron Melville

[Corrections to: [finzmagazine@gmail.com](mailto:finzmagazine@gmail.com)]

## What's on the Fridge?



JUNE 11th - Auckland Vintage  
Speedway Meeting, Meremere  
JULY 9th - Rotorua Swap Meet  
AUG 5th - Palmerston North  
Swap Meet & Car Display  
20th - VCC Daffodil Day N/wide  
SEPT 13-17. Kaikoura Hop  
OCT 20th - 23rd - CLC NZ 50th  
Golden Anniversary, Wellington  
BOOK NOW & start saving  
for gas! Have you got your grill  
badge? Read details below  
NOV 24-26 Stragglers W/end



## Limited Edition 50th Anniversary Gold and Silver Plated Commemorative Grille Badge

Wear your Club pride on your ride!

Grille badge cost (incl. NZ postage, please add \$4.80 for Rural Delivery): **\$50 PER BADGE**

Keen? Contact Jason at [curried@hotmail.com](mailto:curried@hotmail.com) or on 021 0221 5373 to order





# *Tail Lights*

*The Best Tails in Town!*



Thanks Kevin for sharing this  
'Peppermint-white' Caddy with  
us. Very sweet!!!! Ed