



Wheels of Distinction - Issue 57, March 2012

ENJOY THE UNSEASONABLY WARM WEATHER

Perhaps the gods have spoken. We've had usually warm weather this March. Now is a good time to dust off the classics and get ready for the 2012 car show season. Planning for the 2014 Grand National continues. A meeting with Shoreline Cruises in Lake George will take place this Saturday March 17 to inquire about chartering the "Adirondac", details to follow. We also spoke with the Sagamore Hotel in Bolton Landing regarding the banquet. They still have the capacity to hold the event and can accommodate parking for those who do not wish to take the boat.

Our first club event of the season will be the 4th Annual New York/New England Inter-regional Meet will take place April 28, at the Trolley Museum in East Windsor, CT. Please see ad in newsletter. We again will need to establish a meeting place for those interested in going as a group.

Don't forget that Rhinebeck 2012 Spring Car Show will be May 4-6 at the Dutchess County Fairgrounds. The club as a group will meet for breakfast at the Kinderhook Elk's Lodge for breakfast, prior to heading to the Sunday Rhinebeck show. Ten dollars towards breakfast will be distributed to paid club members.

Thursday, May 17 will be the first of the Hemmings Cruise-ins in Bennington, VT which always has great turnout. This particular weekend is also the Invitational at Saratoga with events planned May 18-20. The marquee this year's invitational is Cadillac and will be on Sunday, May 20. For those not in the invitational, the club will again meet prior to the show and enter the grounds as a group for spring show.

A recent trip to OTTO Cadillac revealed that the 2013 Cadillac XTS is likely to debut in April or May. The Cadillac ATS will soon follow later in the year. OTTO is still planning on moving to the Saturn dealership on Central Ave, as the current site is being planned for a new Shoprite supermarket and gas station. No word on whether they will sponsor a car show this year. Happy Motoring!

Lastly, have you checked out the Cadillac LaSalle Club Facebook page? Lots of interesting posts. Give it a try!



2011 ADVERTISING RATES:

The NY Capital District Cadillac Club is asking its supporters to consider advertising in the Wheels of Distinction for a modest fee, to offset publication fees. The WOD is published monthly and is also linked to the CLC web page (over 7000 members have access to it). Advertising is free for club members.

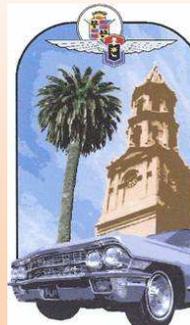
- Text Ad only \$10 per year (12 issues)
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The Way It Was Back Then

Chapter One

This is the first in a series of articles portraying the exciting life of the post war years immediately following World War II, as I remember them. During the war years just about everything was rationed or in short supply, and after the war life was full of new inventions, new construction, and new automobiles. If you were born before 1940 it may be a bit of nostalgia, and for those of you born after 1940 it may be interesting to hear about what it was like to live the exciting days of the late forties and fifties. This first chapter will portray the way it was from 1946 through 1949, and then we will pick up a year or two an issue thereafter. I believe most of the information will be fairly accurate, but it is not guaranteed to be 100%, as it will be told as I remember it.

Most families only had one car, if they had a car at all. Evenings were spent listening to the radio, reading, or maybe playing games. Kids went to neighborhood schools, many sharing rooms with another grade, and usually attending the same school with the same friends all through grade school, and then moved on to a bigger school for high school. Most Mom's were stay at home and Dad's went to work at a local factory, store, or business. Shopping was done at a local store, where butchers cut you a choice piece of meat right from a hind quarter of a cow or pig while you waited. Most folks had a garden for their fresh veggies, and maybe had a couple of fruit trees as well. During the summer months the extra fruits and veggies were canned to get you through the winter months.

There were no frozen foods, pre-packaged meats, or prepared meals to purchase. Thinking back, times were a bit tough, but times were good. Most folks were satisfied with their lives, with their families, with their jobs, and life itself. Most went to church on Sunday, believed in the golden rule, and had pride in their homes. Until World War II, many people never strayed far from home, so change was about to take place.

The men and women returning from the war were not satisfied with life as it was before. First off, they felt they were lucky to have survived the war, and knew that life had more in store for them. They had a desire to better themselves, to have new things, and to see new places. Television was just beginning to come into play. One local station would start broadcasting at five in the afternoon and go off the air by eleven. There was no eleven o'clock news; in fact, T.V. didn't broadcast any news at all. New automobiles started to show up in dealerships. New houses called Ranch Houses were being built, and new stores and industries started popping up all over. We even got a live local radio station in our small town. Yes, life was exciting with all these new things happening.

Back then, the automobile was a big part of everyone's interest. New models came to the dealerships completely covered from view. Dealers covered their windows with brown paper or newspaper and locked the showroom doors. Ads were placed to build hype as to what day the new cars were to be unveiled. Folks were excited, and they flocked to the showrooms on opening day to see them. Everyone from the workers in the factory, to the transporters, to the mechanics in the garages who got the cars cleaned up, serviced, and into the showrooms, was sworn to secrecy. New cars were new. Wouldn't it be nice if it were only like that today? Not possible, as the news media would be there, not to mention the workers who would want to sneak a picture or talk about the new car. Opening day was like a big party. Hundreds of people would visit the showrooms, placing orders, and talking cars well into the night. You would be put on a waiting list, and a few extra bucks under the table would be the norm if you wanted a car. They also loaded the cars with every imaginable extra like spot lights, driving lights, back-up lights, and seat covers. If you wanted a car you paid the price and you bought the extras. It took until the fall of 1949 before supply caught up with demand.

The 1946 cars were primarily warmed over 1942 models, with a few minor trim changes just to make them look a bit new. Studebaker came out with the first new model in 1947. Kaiser-Frazer was a new player, and had no trouble selling cars, as people would take whatever they could get. Hudson came out with a new model in 1948, called step down design, which made for a lower more streamlined vehicle. Packard was still a major player with all new slab sided models in 48. G.M. introduced new bodies on the Olds 98 and the Cadillac in 48, with Cadillac's sporting their first tailfins. By 1949, everyone had something new. Ford, Mercury, and Lincoln sported new slab side styling. Chevy, Pontiac, and Olds 88 shared a smaller rounded body. Buick was all new, and introduced the portholes to their cars. All Chrysler products were new, sporting a squared off look. Nash models were rounded, and often were referred to as upside down bath tubs. 1949 also saw the introduction of the modern overhead valve V-8 engine in the Oldsmobile and Cadillac. This was a fast and economical engine, and brought many buyers to these two marquis. Gas mileage in the 18-20 miles per gallon range was common. Chevy's, Plymouths, and Fords were no better for mileage, so many stepped up to the bigger cars to get more performance as well as more bang for the buck. The Cadillac Coupe de ville, Buick Riviera, and the Olds Holiday were new models referred to as 2 Door Hardtop Convertibles. Automatic transmissions were now available on the bigger G.M. cars.

Being one of the lucky ones to get a new car during this period made you the talk of the town. All the neighbors would come over to see it, and give it their full inspection. If you were offered a test ride, you were indeed one of the chosen few. Growing up at this time, you kind of had to find your own way to get from place to place. The family chariot was used for work, shopping, and maybe a Sunday afternoon drive. My bike got me around locally, but the action was in the city about three miles from home, so my thumb became my choice for travel. I would only hitch if a new car was coming, and would refuse rides from anyone with a pre-war car. This selective hitching had its advantages, as I got to ride in many different makes and models. I would ask the owners lots of questions about their car, and of course they would be thrilled to tell me all about it. I soon became kind of an expert in the eyes of the other guys, and they would often come to me to settle arguments about which car had what engine, or what was standard equipment and what was an extra. This was fun as well as exciting.

By the end of summer in 49, some models and makes were becoming available, and on or about August 15th, Buick announced they were unveiling for 1950 another brand new model and retiring their one year old 49 model. I was almost 15, and I had been talking pretty strongly to my Dad about getting a new car, as he was still driving a 1930 Cadillac 7 passenger sedan that got about 5 miles per gallon. I talked him into going to see the new Buick, but the dealer only had a stripped down bottom line Special, which wouldn't do. As long as I had him out, I got him to look at a new Studebaker, then a DeSoto, and finally a Mercury. The first three dealers showed very little interest in selling a car, but the Mercury dealer had just opened up a new establishment with a hot shot salesman. Well, you guessed it. Within the hour we had old Dad signing on the dotted line, and a few days later the new Merc was ours. Boy, was I ever excited. None of my buddy's folks had a new car yet.

The Mercury gave us some wonderful times; many Sunday afternoon drives, and home in time to watch a test pattern for fine tuning the TV set so we could watch the western movie at 5:00 on my 7" Motorola. The following year passed quickly, and that Merc was my first love, as I washed it, polished it, and even painted the tires white with whitewall tire paint. My 16th Birthday came, and I learned to drive on the Merc, and took my road test on it. It was a pretty hot car, and Dad in his infinite wisdom did not let me drive his car by myself, which was probably very smart. I had a heavy foot, and I am sure I would have gotten in trouble with it. Nope Dad said, "If you want to drive, buy your own car and don't forget you need money for Insurance as well." I worked hard, saved my pennies, and bought a 1937 Chevy Sport Coupe for \$150. The Insurance cost \$180, so the ratio was about the same as it is today. Having my own car, the Merc took the back seat; however, years later in 1965 Dad decided he wanted a smaller car and gave the Merc to my wife. After about a year, with a family of four, (just had twins), I decided we could get along with one car, and we sold the Merc to the diaper delivery man. I was sorry to see my first love leave, but it left me with some great memories.

Yes, the years directly after the war were exciting years. New cars and television played an important role in most households. Saturday nights it was wrestling, Sunday night it was the G.E. Theater; Tuesday night at 8:00 it was Milton Berle. Again, if you had a friend who would invite you over to look at his brand new black and white 13" TV, you were pretty darn lucky, and if he had a new car and offered to pick you up in it; well, words can't describe this double header event. You had died and gone to heaven. There were other pretty exciting things too. New diesel locomotives were replacing the old coal burning steam jobs, and powerful new trucks were bringing fresh food and supplies to the local marketplace. The home was getting some upgrades as well. New appliances like dishwashers, automatic washing machines, and electric stoves were replacing the old coal stoves. New furnaces that burned fuel oil instead of coal got rid of a dirty job morning and night of stoking the furnace and carrying out the ashes. Gasoline power lawnmowers for the home lawns were a real welcome tool, especially on those hot humid days of summer. Life is getting easier for both husband and wife.

This little article has been a glimpse into the past some 65 years ago, as I remember it. I hope as you read it, you found a bit of humor, a bit of nostalgia, or maybe something you never thought about. Next issue we will take a look at the year 1950, with all its new models, improvements, and innovations as they relate to the world of the automobile. If you have any comments, suggestions, or interesting trivia you would like to pass on to me, my e-mail is (fstarkes@verizon.net).

		HUDSON RIVER VALLEY ANTIQUE AUTO ASSOCIATION			
RHINEBECK 2012					
Swap Meet :	Friday May 4th - 12:00 Noon to 5:00 PM	Saturday May 5th - 6:00 AM to 5:00 PM	Sunday May 6th - 8:00 Am to 5:00 PM		
Car Shows:	Saturday, May 5th - 9:00 Am to 4:00 pm	Hot Rods Customs & Race Cars Compact Customs & Pickups			
	Sunday, May 6th - 9:00 Am to 4:00 PM	Unmodified Antiques & Classic Cars to 1987 (Show Car Entry Gate Closes At 12:00 Noon)			

**New York Capital District Region, Cadillac LaSalle club
Minutes of February 15, 2012 Membership meeting.**

Meeting was held at Route 7 Dinner, Latham, N.Y.

Members present: Al Patnode, Bill & Roxanne Tomak, Tony Simione, Barry Cox, Colleen & Herb Moak, Joe Roglieri, Carl Ricci, Dennis Kipp, Ellis & Bev Gershon, George Barr & Barbara.

Al Patnode, President called the Board meeting to order at 7:00p.m.

Al reported that several officers meet with Roberta from Ft Wm Henry on Feb 1st and discussed several options for the banquet. Roberta will look into a tent to place on the grounds and cost of table and chairs. Roberta will also get back to us with Room rates. The board is still going to have to meet with Shoreline Cruises to price chartering boat to go to the Sagamore. Boat will hold 250 people and it may be incentive for people to sign up early. We still have to get a price on the meal from Sagamore.

Treasurer's report: Tony Simione reported the checking accounts balance after deposits and withdrawals were made. Bill Tomak moved to accept treasures report and George Barr seconded.

Membership: Colleen reported we have 76 paid members.

Sunshine: Nothing to report. George Barr thanked the club for the Gift Card.

Activities: Frank Cottone is checking into having car show at the Great Escape. We will not be able to have any Food vendors. June Lawn show at Saratoga is not yet finalized. April 28th we will be going to the Trolley Museum in Connecticut. Rhinebeck will be the following Sunday.

Ways & Means: Barry Cox reported no new ventures have been encountered. May check with the Wilton Mall since we haven't done a show there in a couple of years. Cadillac dealer in Glens Falls needs to be contacted to set up a show there and to approach to help with the GN.

Old Business: Dennis Kipp reported that they had several Pre WWII Cadillacs set up for the Saratoga Show. Those who participated in Xmas Parade were Roy Palmer, The Stanton's, Al Patnode and Dan Herrick.

New Business: Bill Tomak made a motion to look into getting a bulk rate for copying the Newsletter. It was voted and passed unanimously.

Tony looked into getting prices for buses for the Grand National. He contacted the same company Betty had used in our last Grand National.

Joe Roglieri had spoken to Lars from the National and he is anxious to attend our upcoming GN in 2014.

Meeting was adjourned at 8:50 pm Minutes

Prepared by Roxanne Tomak, Secretary.

MEETING INFO:

Membership meeting 3rd **Wednesday** of every month at **7pm**. *Locations vary:*

Jan-March, May, Oct, & Dec: Rt. 7 Diner, Troy-Schenectady Rd, Latham, NY

April, Sept, & Nov: Saratoga Automobile Museum, Avenue of the Pines, Saratoga, NY

Summer Meetings: June-Aug: Pirate's Hideout, 175 Guideboard Rd Halfmoon, NY

Board Meetings (open to all members): *Jan, March, May, Sept, Nov* **6:30pm** (prior to club meeting)

NY CAPITAL DISTRICT

ITEMS FOR SALE

T-Shirts \$18 (\$20 XXL)

Polo Golf Shirts \$30/\$32 XXL

Umbrellas \$30

Folding chairs \$32

-See Members of the Board for availability



NEW YORK / NEW ENGLAND Cadillac & LaSalle Club Inter-Regional Spring Meet Saturday, April 28, 2012 10a.m. – 2p.m.



Location:
Connecticut Trolley Museum
 58 North Rd.
 E. Windsor, Conn. 06088
 (860) 627-6540
www.ct-trolley.org

For Meet Information:



David Rubin
 845-225-5990
david.rubin@brewsterhillins.com
brewsterhillins.com

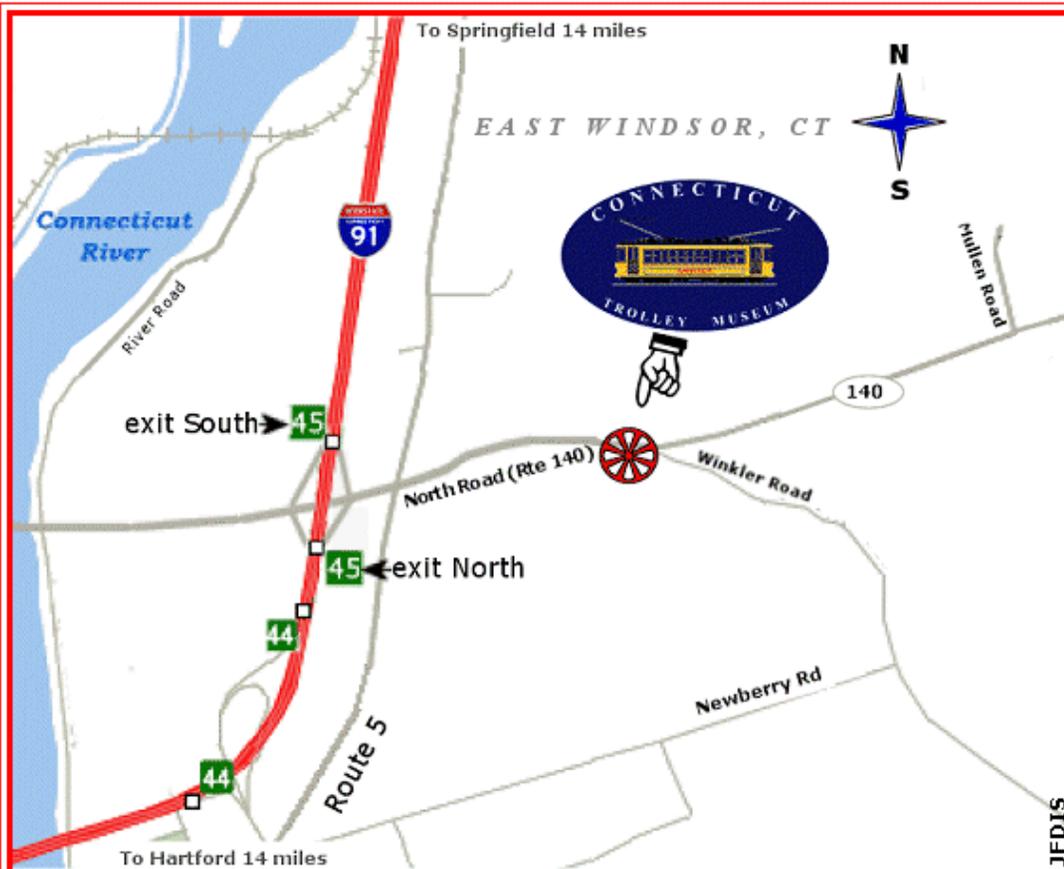


**New England Region
 Cadillac & LaSalle Club**

Chris Milici
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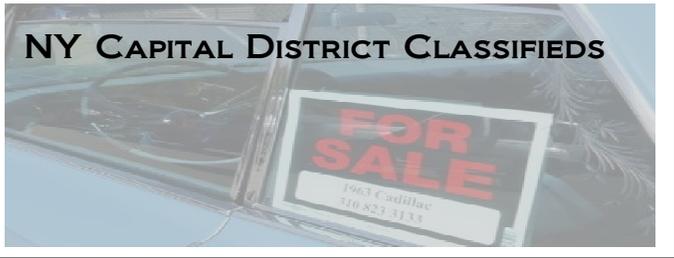
*Event is Rain or
 Shine*

\$10 per vehicle is requested. There is an additional charge for the museum.



Directions:
FROM SPRINGFIELD AND POINTS NORTH:
 Take I-91 south from Mass. into Conn. Take Exit 45 for Rte. 140, Ellington, and Warehouse Point. At the bottom of the ramp, turn left heading under the highway. Stay straight on Rte. 140 (East). The Museum will be on the right about 1 mile from the highway after the third traffic light.

FROM HARTFORD AND POINTS SOUTH:
 Take I-91 north from Hartford. Take Exit 45 for Rte. 140, Warehouse Point, and Ellington. At the bottom of the ramp turn right and stay straight on Rte. 140 (East). The Museum will be on the right about 1 mile from the highway after the second traffic light.



THE CLUB, ITS OFFICERS AND MEMBERS MAKE NO REPRESENTATION ABOUT ANY LISTINGS HEREIN AND SHALL NOT BE LIABLE FOR ANY DAMAGES THAT MAY OCCUR AS A RESULT OF ANY RELIANCE OR DISREGARD OF ANY SUCH LISTINGS.

All classifieds welcome! Submissions can be made to the Board at our Club Meetings, via email to NYcadillacclub@gmail.com, or can call Joe Roglieri @ (518) 859-7209

1973 Cadillac Eldorado Convertible Yellow, Auto, AC, PS, Power top. New radiator, good tires. Nice interior. **Price lowered to \$9,500.** Contact Roy Palmer (518) 384-0759



1990 Cadillac Allante Gold+white. 149,000 miles. New brakes. Asking \$7,000. Contact Jo Milano (518) 355-9630

1989 Cadillac Coupe DeVille White with Vogue wheel package. Low miles (approx 40K). 2 owner car. Asking \$3,500. Info: call Dr. Gusten at (518) 857-2378 (evenings). No tire kickers please.

Cadillac Parts! Jim Derby has many parts for Cadillacs 1960-70's. List of cars on CLC International directory of Self-Starter. Contact Jim (518) 668-5354

Buick dual snorkel air cleaner \$150. Contact Carl Ricci 235-2159

1979 Lincoln Town Car This '79 Lincoln Town Car is for sale. This outstanding original unrestored or molested car is a one owner car. The man that took delivery 27 September 1978 from Lazare Lincoln Mercury in Albany, New York, a good friend of mine, recently passed away. This car has been maintained to perfection. There is documentation to substantiate maintenance as well as mileage. Contact Jim Derby for info (518) 668-5254



RWD FLEETWOOD BROUGHAM PARTS:

2 complete clean rust free noses w/ front bumpers for rwd broughams. Light briar brown for an 85 the other is a silver for a 90-92, extra rear bumpers, and a tan leather interior for the 85 and a gray cloth interior for the 90-92. Like to sell them complete. Make offers. Can help with delivery. located on Long Island. Jerry Trapani (917) 355-5225 shadbelly4@aol.com

1973 Coupe Deville, Navy Blue w/ white vinyl top, approx. 90k mi, perfect interior, some rust, needs brakes. asking \$1900 obo. contact Mike @ 518-817-2029 I would like to see it go to a good home. mverrigni30@yahoo.com

1955 Cadillac Series 62 Sedan Beautiful condition and always well maintained, this car is a great driver and crowd pleaser. Mileage is 61,000 with new Coker white wall bias ply tires. Original inside and out. No body rust. Power steering, brakes and windows. For more complete description or to see the car in Saratoga Springs, NY Contact Tom Chretien at (518) 496-7010, or thchretien@aol.com. Asking \$29,000.



CADILLAC ONE: INTERESTING "FACTS" OF THE PRESIDENTIAL LIMOUSINE

Source: Wikipedia.com

The **Presidential state car** is the official state car used by the President of the United States. A variety of vehicles have both officially and unofficially been acknowledged as the presidential vehicle. Since the late 1930s, the U.S. government has specially commissioned vehicles for presidential use, often specifying advanced communications equipment, special convenience features, armor plating, and defense countermeasures. American cars are traditionally chosen for the role. The most recent vehicle to be customized as the presidential car is a GMC Topkick-based, Cadillac-badged limousine often referred to as *Cadillac One* and occasionally as *Limo One* (a reference to the U.S. presidential aircraft, Air Force One) or as *The Beast*.

The current presidential limousine entered service on January 20, 2009. According to the manufacturer, General Motors, the **2009 Cadillac presidential limousine** is the first not to carry a specific model name. The vehicle's outward appearance carries many current Cadillac styling themes, but does not resemble any particular production vehicle. The body itself seems to be a modification of the immediately previous DTS-badged Presidential limousines, but the vehicle's chassis and driveline are assumed to be sourced from the GMC Topkick commercial truck. Many body components are sourced from a variety of Cadillac vehicles; for example, the car apparently uses Cadillac Escalade headlights, side mirrors and door handles. The tail of the car seems to use the taillights and back up lights from the Cadillac STS sedan. Although a price tag has not been announced, there is a rumor that each limousine costs US\$300,000.

Most details of the car are classified for security reasons; however, it is known that it is fitted with military grade armor at least five inches thick, and the wheels are fitted with run flat tires that makes the vehicle drivable for a certain length of time if punctured. The doors weigh as much as a Boeing 757 airplane cabin door. The engine is equipped with an Eaton Twin Vortices Series 1900 supercharger system. The vehicle's fuel tank is leak-proof and explosion resistant. Due to the thickness of the glass, much natural light is excluded, so a fluorescent halo lighting system in the headliner is essential. The outside crowd is only heard through internal speakers. The car is perfectly sealed against biochemical attacks and has its own oxygen supply and firefighting system built into the trunk. Unseen at a glance are two holes hidden inside the lower part of the vehicle's front bumper, which are able to emit tear gas. The vehicle can also fire a salvo of multi-spectrum infrared smoke grenades as a countermeasure to a rocket-propelled grenade (RPG) or anti-tank missile (ATGM) attack and to act as a visual obscurant to operator guided missiles. This is fired remotely by the USSS countermeasures Suburban which trails the limo and contains the sensors to detect the launch of such an attack. The limo is equipped with a driver's enhanced video system which allows the driver to operate in an infrared smoke environment. This driver's enhanced video system also contains bumper mounted night vision cameras for operation in pitch black conditions. Kept in the trunk is a blood bank of the President's blood type. Interestingly, there are no key holes in the doors. A special technique, known only to Secret Service agents, is required to gain access to the passenger area.

The car can seat seven people, including the president. The front seats two, and includes a console-mounted communications center. A Remington Arms shotgun is kept beneath the driver's seat, stashed between his seat and door. A glass partition divides the front from back. Three rear-facing seats are in the back, with cushions that are able to fold over the partition. The two rear seats are reserved for the president and another passenger; these seats have the ability to recline individually. A folding desk is between the two rear seats. Storage compartments in the interior panels of the car contain communications equipment which is called the Limousine Control Package and is operated by the White House Communication Agency. This is the voice and data device that links the vehicle to the WHCA Roadrunner at the rear of the motorcade allowing command and control (or "C2") functions to be performed from the limo. The Secret Service refers to the heavily armored vehicle as *The Beast*. The car is driven by a highly trained Secret Service agent who is capable of performing a J-turn. This maneuver, taught at the USSS training facility outside Washington D.C., can turn the limo 180 degrees in matter of seconds to escape any trouble. The President's lead protective agent usually sits in the front passenger seat.

On domestic trips, vehicles carrying the president display the American and Presidential Standard flags, which are illuminated by directional flood lights mounted on the hood. When the President performs a state visit to a foreign country, the Presidential Standard is replaced by the foreign country's flag. The limousine is airlifted for domestic and international use primarily by a U.S. Air Force C-17 Globemaster III.

The vehicle fuel consumption is about 8 miles per US gallon. The United States government also operates similarly designed limousines for VIP guests, visiting heads of government, and heads of state.

CADILLAC ONE: THE CAR THAT THINKS IT'S A TANK

PETROL TANK: Armour-plated and filled with a specially designed foam which prevents it from exploding even if it suffers a direct hit.

REAR COMPARTMENT: Seats four passengers with glass partition - only Obama has a switch to lower it. Windows larger than on previous presidential cars. Panic button installed for Obama to summon help.

DOORS: Armour-plated, eight inches thick and the weight of a cabin door on a Boeing 757 jet.

CHAUFFEUR: Trained by CIA to cope in the most demanding of driving conditions.

DRIVER'S WINDOW: Tough enough to withstand armour-piercing bullets. The only window that opens - by just three inches - so the driver can pay a toll or talk with secret service agents running alongside.

BODYWORK: Combination of dual hardness steel, aluminium, titanium and even ceramic to break up possible projectiles.

DRIVER'S COMPARTMENT: Standard steering wheel, but dash board contains a communications centre and GPS tracking system.

BOOT: Holds oxygen supply and a firefighting system.

REAR SEATS: Obama's seat has an executive package featuring a foldaway desktop, laptop computer with wi-fi, state of the art satellite phone and direct line to the vice president and the Pentagon.

DEFENCE ACCESSORIES: Equipped with night vision cameras and pump-action shotguns. Also armed with tear gas cannons. Bottles of the president's blood kept on board in case he needs an emergency transfusion.

CHASSIS: A reinforced five inch steel plate runs under the car for protection in the unlikely event of a bomb being placed underneath.

TYRES: Kevlar-reinforced, shred and puncture-resistant, with steel rims underneath, enabling the car to escape at speed even if tyres are blasted away.

FACTFILE

- Price: £300,000
- Length: 18ft
- Height: 5ft 10in
- Engine: 6.5 litre diesel engine.
- Max speed: 60mph.
- 0-60mph: 15secs
- Fuel consumption: About eight miles to the gallon.

Night vision cameras

The unfinished Cadillac under test this week

Graphic by John Lawson

Are you receiving this newsletter via email in **color** (PDF file)? If not, email us at **NYCADILLACCLUB@GMAIL.COM**

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Waterford, NY 12188

To: