

FINZ MAGAZINE

of THE CADILLAC LaSALLE CLUB of NEW ZEALAND INC.

Spread your Fins!



FINZ
Lola and the cat!

March 2019





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



Front & Inside 'COVER Caddy' pix

AUST CLC Members Chris & Gudie and 'Lola' (and in this shot, 'the cat!'). Lovely '60 with white interior and Eldo trim.



Rendezvous!

F O R E W O R D

Hi everyone and welcome to our Autumn issue already! Other than a slight hiccup in the weather patterns, with some much needed rain and a couple of cool days, we continue to bask in what maybe the hottest summer ever here where I live.

Another past member and great friend of the NZ CLC, Jerry Steinard (of Michigan) passed away just recently. This is on the back of Fred Bausch in past weeks as well. Aust. member, Steve Westmacott has done a lovely Obituary for Fred and it appears in this issue. Our condolences on behalf of NZ members to both the Steinard and Bausch families, friends and fellow CLC members.

On happier news, there's lots of goings-on to report this month as Kiwi members get out and about and enjoy the summer. There will be more outings next month to report on as well as members return from their adventures in New Plymouth for the annual AmeriCARna.

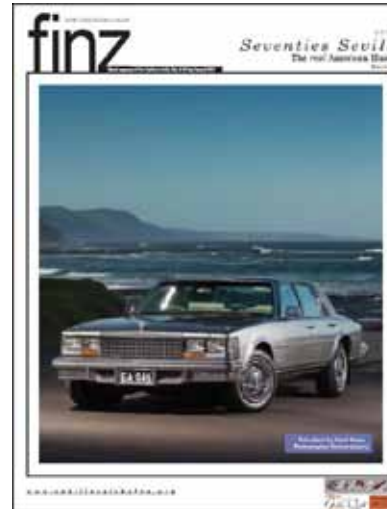
Chris and Gudie, two very colourful and happy CLC members from Melbourne proudly share photos of their beloved 'Lola', a '60 Caddy plus theres a snap of Gudie in her T-Bird.

There's great photo coverage from member Brent from Taranaki plus our George Akele from Australia submits an interesting story about Elvis and his last Caddy, a '77 Seville, similar to George's own '78 which appeared in FINZ five years ago this issue - what a coincidence!

Well that's it for now, enjoy the read and write soon with your summer stories and photos. The April edition will feature a paragraph or two about AmeriCARna and if you were there, please email what you got up to together with your pics!

Cruise safely out there in our Kiwi summer and our thoughts are with our friends in the northern hemisphere who are enduring record snow and record low temps! Best regards, Ron - Ed

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



FINZ Magazine Editor: Ron Melville
Recipient of (CLC) The Yann Saunders
International Activity Award 2013
The Maurice Hendry Award for Excellence in
Journalistic Contributions - 2015
International Newsletter Excellence Award - 2015
Old Cars Weekly ~ Golden Quill Award 2011,
2012, 2014, 2015, 2016 & 2017

Contributions to: finzmagazine@gmail.com
The Editor reserves the right to accept or reject
any contributions.
Deadline is 20th of each month



Our Global FAMILY

VALUED CLC MEMBER JERRY STEINARD passes away:



Obituary for Gerald "Jerry" Steinard

Gerald "Jerry" Steinard passed away peacefully at home Tuesday morning February 12, 2019 at the age of 83. He was a longtime resident of Southfield, Michigan where he and his dear wife, Janet Steinard, lived for over 60 years. Jerry and Janet were married September 13, 1958 at Greenfield Presbyterian Church. He served the United States in the Army National Guard where he continued to work for over 30 years as a service technician until he began working for 3M.

Jerry was a loyal member of the American Legion, and a proud brother of the Freemasons, which he remained an active member for over 60 years, serving as a Past Master of Berkley Lodge 536. Other than his family Jerry's greatest pride was his prize winning '76 formal Cadillac limo which he loved to tour around the country in.

He was the loving father of Gerald Richard (Tammie) Steinard II of Rochester Hills, and Gregory (Michele) Steinard of Southfield; and caring grandfather of Douglas Steinard, Derick Steinard, and Keith Steinard. [Thanks to Paul Dixon, Melbourne, Aust. for sending this article]

Jerry & Janet were members of the NZ CLC for over 20 years from the late 1990s. He was well known amongst NZ and Australian club circles and will be thoroughly missed by his CLC friends. The NZ CLC emailed our condolences to Janet and her family - Ed.

Further tributes as follows. Thank you Ron for your email. It is sad news. George Akele Aust.

Thank you Ron for letting us know. A gentleman whose company we enjoyed very much. Both here and in Dearborn. Murray Scott NZ (Past Pres. CLC & Life Member).

Sad news about Jerry. Funny thing is he only sent me a message to say hi and touch base about two or three weeks ago.... cheers cobber 'The Cowboy' (Steve West-macott). CLC Aust.

G'day Ron, Thanks for passing on the very sad news. Bronwyn and I had shared many good times with Jerry and Janet, both in USA at their home, where we first met them in 2002, and 2008, where we shared his garage when we worked on my '72 Eldo to get it ready to travel around USA, and then home. Plus at the many Aussie Nationals, plus guiding them around Tasmania for 2 weeks. He will be sorely missed by everyone, as he was a great friend to all Australians and New Zealanders. Actually the New Zealanders BBQ that he held at the 2002 Dearbourn GN that a couple of us Aussies gatecrashed, where we were welcomed with open arms. Great memories. Bruce and Bronwyn Reynolds, Tasmania

Cadillac men never die. They just get new Fins(z)! by Bill Overend (Peach Region, Atlanta, US)

Sad news.. my condolences to his family.. so sorry for your loss. Louise Christ (CLC NZ - currently US-based)

Thanks Ron 'hear-hear' to all you have said. Ian Robinson has let us all know here. Great loss I hear he is having a military

>>Jerry 'at the wheel' and pic of Jerry and Janet in happier times. Ed





Our Global FAMILY

AUSTRALIA/ USA - The following was received only a short time before hearing of Jerry's passing. For those interested in this 'Award-winning Caddy' it is likely someone will read your email - Ed.

AD FOR SALE - Dear CLC Members,

Apologies for this out of the ordinary email to all, but one of our Club members has an urgent sale that can't wait until the next LaCad distribution.

One of our American members (and good friend to many of us here in Australia), Jerry Steinard, is having to sell his Cadillac due to ill health. He is wanting to organise a sale as quickly as possible. He is not putting a price on the car yet, but wishes to sell to someone who will look after it.

A picture of the car is attached. It is rare, being a genuine factory 1976 Limousine, of which only 834 were built. Jerry is a fastidious owner and many Australians who have visited Jerry and Janet in Michigan can testify to the car's exceptional condition. If you are interested in owning this beautiful Caddy, then please contact Jerry's family to discuss. Car is in Michigan and contact details are: Phone: 0011 1 248 557 2978 and Email: 76limo@sbcglobal.net Thanks for your time, Greg Short CLC Aust. Membership Secretary and LaCad Distribution Mobile: +61-0425 868 136



>STOP PRESS<
Just received below as I am typing up FINZ! Ed

Thanks to all our great NZ friends. We sure loved being with all of you. Many very good times were had with a huge amount of FRIENDS Love, Janet

Thank you on Janet on behalf of all your Kiwi friends in the NZ CLC family - Ed



Our Global FAMILY

Lola, the sensationable '60!

Gudie asked me to send some photos of our 1960 Coupe we call 'Lola'. She comes with all Eldorado extras power brakes, windows, inc vents, steering, power opening and closing trunk, air conditioning etc. Absolutely immaculate, a beautiful driving car.

Thanks for your continued support and interest here and abroad, we look forward to reading all the kiwi news. Chris & Gudie, Melbourne - CLC Aust. [It is always a pleasure to share CLC Members Caddy and LaSalle stories from around the globe. After all we are all one BIG family! Ed]



LOLA and the kid!

Lots of lovely Lola pics. Look at that mint white interior. Gudie says 'Cheers to everyone!'

Our Global FAMILY



POST the February '59 FINS Issue, feedback and comment!

Apologies to NZ CLC members, Graham and Lois whereby I overlooked including their beautifully kept and very original Fleetwood, said to have been owned by some notable player or manager of the New York Yankees. The colour emphasises its unique lines - Ed

WOW! Excellent newsletter. Love those 59's. Lifer (CLC USA)

Ron, It looked fantastic! (I had no clue it was going to be on the cover.) Appreciate all of your work putting this issue together and plan to read the mag over the weekend. Many thanks. Jeff (CLC USA)

Thanks Ron. Great issue.....best one you have done for a long time!!! Paul Dixon (CLC Aust)

Hi Ron, Awesome edition of your FINZ newsletter. You're the man without a doubt. Warm regards, Julie's Dad. (Jack Bracxx, CLC San Diego, USA)

Love it! If I had known you were going to do a "special" on the 1959 Cadillac, I would have referred you to these two "chapters" of my "Cadillac Database" (the old version): https://www.newcadillacdatabase.org/static/CDB/Dbas_txt/59_misc.htm and https://www.newcadillacdatabase.org/static/CDB/Dbas_txt/Drm59.htm Like most other Caddy enthusiasts, I too have long been fascinated by the iconic 1959 models, to the extent that I felt compelled - in the late 80s - to write not one but TWO chapters devoted to them. Those of your readers who enjoyed the Feb, 2019 issue of FINZ may enjoy browsing in that "Database" for more 1959 photos and stories. Right on, Ron ! Yann and then >> (LATE DELIVERY) Hi Ron, The above message should have gone out on January 2. It was left in my "drafts" folder! Cheers! Yann

Hi Ron. Another great edition to read. Your magazine is always appreciated. The '59 certainly has become an iconic model, and either loved or not.

Hi Ron. Considering all the Cadillacs Elvis owned he never had a '59. Best, George Akele, Australia



Our Global FAMILY

USA - Yann Saunders writes post the '59 February issue. This was the missing email:

Happy New Year Ron, Sorry my digital photography is not up to your needs.

These snaps are from 1983 and the resolution is so-so ... as is also the layout.

1. Bird's eye view is from atop the wall surrounding the property of the Campbell Soup heiress in Chambésy, near Geneva,
2. Rear right 3/4 view was taken taken in front of the Cornillons chapel in Chambésy, near Geneva.

It's my former 1959 Coupe de Ville, acquired in Portland, Oregon, after I viewed a couple of photos sent by the seller. I did not keep it very long. A young fellow in the German part of Switzerland made my an offer I could not refuse. Briefly he saw the car and asked it it was for sale; I said NO. If it were ever for sale "What would it take to buy it?" He asked.

If you can use one of them, please do.

Yann. [Thanks Yann, always great to receive an email from you. Best regards, Ed]



Super clean example, Yann!

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Our Global FAMILY

TARANAKI - Hi Ron I'm sending you a series of photo's from the Taranaki region's Christmas function kindly hosted by Marie and Brian Gillett at their beautiful property on Richmond road. The formula was we paid a per head \$ value and Marie catered everything.

Fantastic spread second to none. We had all the old regulars in attendance plus our new members Ian and Debra Wilford , Ian Currie and Paula Turner.

Ian and Elsie Lind turned up in their recently acquired mint 1940 Ford Woody Wagon. Keith and Christine Steel in their recently acquired Cadillac CTS and Ian and Paula in a beautiful 1960s Buick. Excellent meal, excellent weather and excellent company.

Grant Davis - [Thanks Grant. Sounds like an excellent time was had by all? Hey Bay of Plenty members - maybe we could do the same for 2019 Xmas??? Please write soon you Naki members with a few words and pics on your '40 Woody; CTS and Buick. Best regards, Ed]

>>Look at that blue sky! The cars are gleaming and parked on the 19th! Looks like a great par-tay! Ed



Our Global FAMILY

AUSTRALIA - Hi Ron & as usual you have produced a most excellent newsletter with great photos & accompanying information - well done mate! Now the burning question I have is, will you putting in the same effort for the much better looking '60 model range? If the answer is yes then great, however if the answer is in the negative then I'll be forced, albeit it reluctantly, to consider taking you off my exclusive social list. With best wishes, David [Hi David, well there is a '60 on the cover this month....! Glad you like the 'special features' this past six months. I will be looking to do more in the future, in the meantime, take some 'stellar photos' that maybe useful at a later date - Ed]

CANADA - From Lorne Scott Canada CLC and Cadillac LaSalle Chronicle. Lorne has allowed us to reprint this very interesting 'Henry Ford' article and check out this unique stamp! Ed



What a Lovely Stamp from the Caribbean

A FIRST BUT NOT NECESSARILY THE LAST TIME IT WILL HAPPEN It has become a habit that whenever the name Ford comes up, it ends up being F—d. This time it changes and I am justifying it due to Henry Ford's assistance in the initial beginnings of Cadillac and here are some of his other start-up ideas and inventions: Just in case this is a new insight for you!

Bet you didn't know this.... Ford Motor Company sold more than one million Ford Model T's in 1919, and each of those Model Ts used 100 board feet of wood for the parts such as frame, dashboard, steering wheels and wheels. Because of the amount of wood that had to be used in the cars, Henry Ford decided he wanted to produce his own supply. He enlisted the help of Edward G. Kingsford, a real estate agent in Michigan, to find him a supply of wood. Coincidentally, Kingsford's wife was a cousin of Ford – making the partnership a reality. In the early 1920s, Ford acquired large timberland in Iron Mountain, Michigan, and built a sawmill and parts plant in a neighboring area (which became Kingsford, Michigan). The mill and plants produced sufficient parts for the car but generated waste such as stumps, branches and sawdust. Ford suggested that all wood scraps were to be processed into charcoal. A University of Oregon chemist, Orin Stafford, had invented a method for making pillow-shaped lumps of fuel from sawdust and mill waste combined with tar and bound together with cornstarch. He called the lumps "charcoal briquettes." Thomas Edison designed the briquette factory next to the sawmill, and Kingsford ran it. It was a model of efficiency, producing 610 lb (280 kg) of briquettes for every ton of scrap wood. The product was sold only through Ford dealerships. Ford then named the new business Ford Charcoal and changed the name of the charcoal blocks to "briquets". At the beginning, the charcoal was sold to meat and fish smokehouses, but supply exceeded demand. By the mid-1930s, Ford was marketing "Picnic Kits" containing charcoal and portable grills directly from Ford dealerships, capitalizing on the link between motoring and outdoor adventure that his own Vagabond travels popularized. "Enjoy a modern picnic," the package suggested.

"Sizzling broiled meats, steaming coffee, toasted sandwiches." It wasn't until after World War II that backyard barbecuing took off, thanks to suburban migration, the invention of the Weber grill and the marketing efforts. An investment group bought Ford Charcoal in 1951 and renamed it to Kingsford Charcoal in honor of Edward G. Kingsford (and the factory's home-base name) and took over the operations. The plant was later acquired by Clorox in 1973.

How cool is that, huh? The story of Kingsford charcoal isn't merely "an American story," as their website proclaims. It's the bone and sinew of Americana itself, from start to finish. Funny, too, how sour old Henry always seemed to find a way to make his famous parsimony pay off somehow—and if he couldn't find a way, he'd manufacture one himself. For a grouchy, capitalist, Industrialist, he was a damned creative fellow, full of unconventional ideas he wasn't the least bit timid about pursuing. Ford's timber operations ceased in the 1950s, but the historic village of Alberta is still thriving. The village structures, the original sawmill and 1,700 acres of Ford-owned woodlands were donated to Michigan Technological University from the Ford Motor Company in 1954, the same year Ford sold off the rest of its Upper Peninsula timber holdings. Michigan Tech recently celebrated the 60th anniversary of the transfer of the property, now known as the Ford Center. The center and its 5,500-acre research forest provide educational opportunities for students from Michigan Tech's School of Forest Resources and Environmental Science. "Fall Camp" at the Ford Center offers a semester-long immersion experience for juniors studying forestry and ecology. They live at the center and spend time in field-based learning and research in the surrounding forests and wetlands. The facility also offers training for wildland firefighting crews and houses a training camp for Peace Corps volunteers. The historic Alberta sawmill where Henry Ford's employees once welcomed visitors is now managed by Michigan Tech as a museum and tourist attraction.

Our Global FAMILY

The Elvis Story by George Akele, Australia

ELVIS AND HIS 1977 CADILLAC SEVILLE/3 DEGREES OF SEPARATION TO ELVIS

After having read recent articles in the very interesting and award winning FINZ magazine expertly put together by Editor extraordinaire Ron Melville about Elvis and Cadillacs I located photos of the last Cadillac Elvis purchased and reported to have been in the day before he passed away. That Cadillac is the 1977 two-tone Seville.

I mentioned to Ron that I have seen and sat in this car and that conversation has led to this story. And how it all transpired follows.

I have a 1978 Seville, two-tone and sharing the same silver colour as the '77. One day a work colleague mentioned to me that he saw a documentary on television about the world famous Wiggles and that one of them owned an Elvis Cadillac which looked like mine. That was all that he could tell me. Well, my interest was piqued and that led to research and investigation.

The research finally revealed that the car belonged to Greg Page, the Yellow Wiggle. After further enquiries I left my details in the hope that I could make contact with Greg. My hope was

realised when I received a phone call from him. To say I was thrilled would be an understatement. Greg is a world famous childrens' entertainer. We had a great conversation discussing many things, but more importantly his health as he was unwell at the time. This initial contact led to a meeting with him and to what was to unfold.

As my family and I arrived to meet Greg we could see the Seville parked down the driveway. Wow. He graciously welcomed us and proceeded to show us his Elvis memorabilia collection, stated as being the world's fourth largest. He is an Elvis fan. How can I describe the moment? A Wiggle, Elvis' Cadillac, Elvis artefacts and memorabilia!! It was simply exciting to see jewellery, law enforcement items, certificates and documents, original signatures, personal clothing including the famed gold lame jacket, movie clothing, furniture including the television that Elvis shot, guitars, vinyl albums and items that had been in Graceland and Hollywood homes. After this I then had time with the Seville. As a Cadillac Seville owner it was especially thrilling to see the car and to sit in it front and back. I did think of Elvis and >>> Cont. Page 13....



Our Global FAMILY

The Elvis Story by George Akele, Australia



>> Cont. from Page 12 >>

of the times he would have driven it. A memorable experience.

The Elvis artefacts are on display within the museum at Parkes in New South Wales and the Elvis Cadillac is now at the Beaulieu Motor Museum in England, after being bought by an Elvis fan. I thought the name of the museum is remarkable and so coincidental as it is Priscilla's maiden name.

The concept of "6 degrees of separation" entered my mind as I was writing this which is why the title of this article also mentions 3 degrees to Elvis. This is so in my case as Greg knows Priscilla, and as I know Greg it makes me 3 away from Elvis. The concept is amazing but research on the subject is quite revealing. The photos show Elvis in the Seville at Graceland and me with the car while it was in Australia. One photo is of the car at Beaulieu.

George Akele [Thanks George, excellent article and fab photos, Ed]



Here's
George
sitting in
that Elvis
Caddy!

Editor's choice

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

John Byrden, Editor of 'Salle-Speaks' - the official e-publication of our LaSalle chapter has allowed me to share this amazing photo with you. LS Member, Brian Bennett owns all these LaSalles. Ed



This is an interesting article and worthy of reading:
<https://www.hemmings.com/blog/2018/12/31/the-joy-of-tinkering-michael-lamm-interviews-himself-about-being-an-auto-mechanic/?refer=news>



The following details of an amazing '60 appears next submitted by Rex Findlay. Check out www.harwoodmotors.com
 Thanks Rex, cool '60 - Ed.



Gudie alongside her T-bird. There is no truth to the rumour Gudie was the blond who drove a T-B just like this in the American Graffiti movie - Ed



1960 Cadillac Series 62 \$109,900

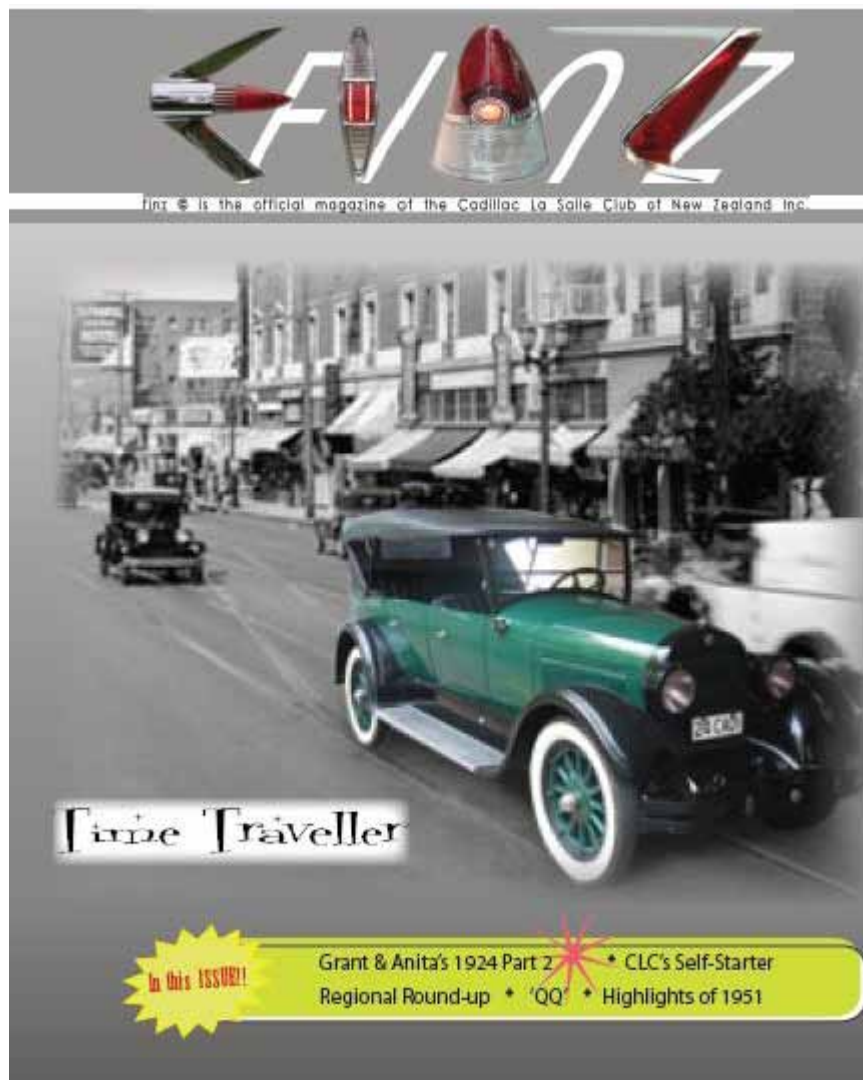
Looking at this stunning 1960 Cadillac Series 62 convertible, it's hard to argue that it isn't an important automobile. The gorgeous Olympic White ragtop gets even more special when you recognize that it has just over 39,000 original miles and is still wearing 100% original paint, interior, and chrome. Yes, original, as in applied in 1960 and never touched again. This might just be the most wonderfully preserved vintage Cadillac we've ever seen and we'd wager that it can compete on equal footing with a lot of restored cars in judged competition. As with the best untouched cars, it feels tight, smooth, and confident, traits that are difficult to restore back into a car that has been fully disassembled. No matter how good your shop might be, they aren't better than the factory. From the moment you slam the door after climbing behind the wheel, this car feels special.

With the hobby's newfound appreciation for original cars, this Cadillac sets a new standard. It is just beautifully preserved and has obviously been loved from day one. We've seldom seen its equal and if you are the kind of collector who appreciates the feel of an unrestored car, you'll understand why this car is unique. And this is one survivor where you don't have to put up with deterioration to enjoy that untouched feeling—this car matches up with any restored car you'll ever see. No disappointments, just the finest 1960 Cadillac convertible you will ever see.

Editor's choice

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

10 Years ago this month (March 2010), we covered the second part of then members' Grant and Anita's 1924 Caddy. Grant was an amazing member who also owned a very cool '59 Black Limo. In his business he was a regular traveller to the US and attended the CLC Potomac Region's outings on a few occasions. Regretably he passed away a few years back. He was a true car guy. By coincidence I saw this same Caddy advertised for sale in the NZVCC 'Beaded Wheels' monthly publication about a month ago. It still appears to be a fine nearly 100-year old example!



5 Years ago (March 2014) *FINZ* featured George Akele's amazing '78 Seville. I did a feature article on it. Photography was simply stunning thanks to the incredible talents of CLC Australian Member 'Mark Bean'. Mark has blessed *FINZ* a few times with his eye-popping Caddy photos. Here's another coincidence; George just sent me his Elvis story for publication (printed here this month) about 'The King's last Caddy, a 1977 Seville - same shape as George's. He (George) will be chuffed that his own Seville also re-appears this month!

Both George and Mark are from Australia. I had a flick through this old copy and YES those Seville pictures are indeed worthy of any old car glossy mag! Ed



Early details For 2019 Cadillac Nationals and AGM



I looked at the Suncourt on line and it looks pretty good with conference room and awesome views which will make for some great Caddy photo shoots. Ed



Locked in for the AGM for the Cadillac De Salle Club weekend 18/19/20th October 2019.

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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*□

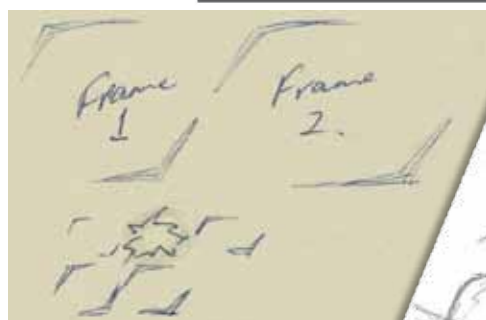
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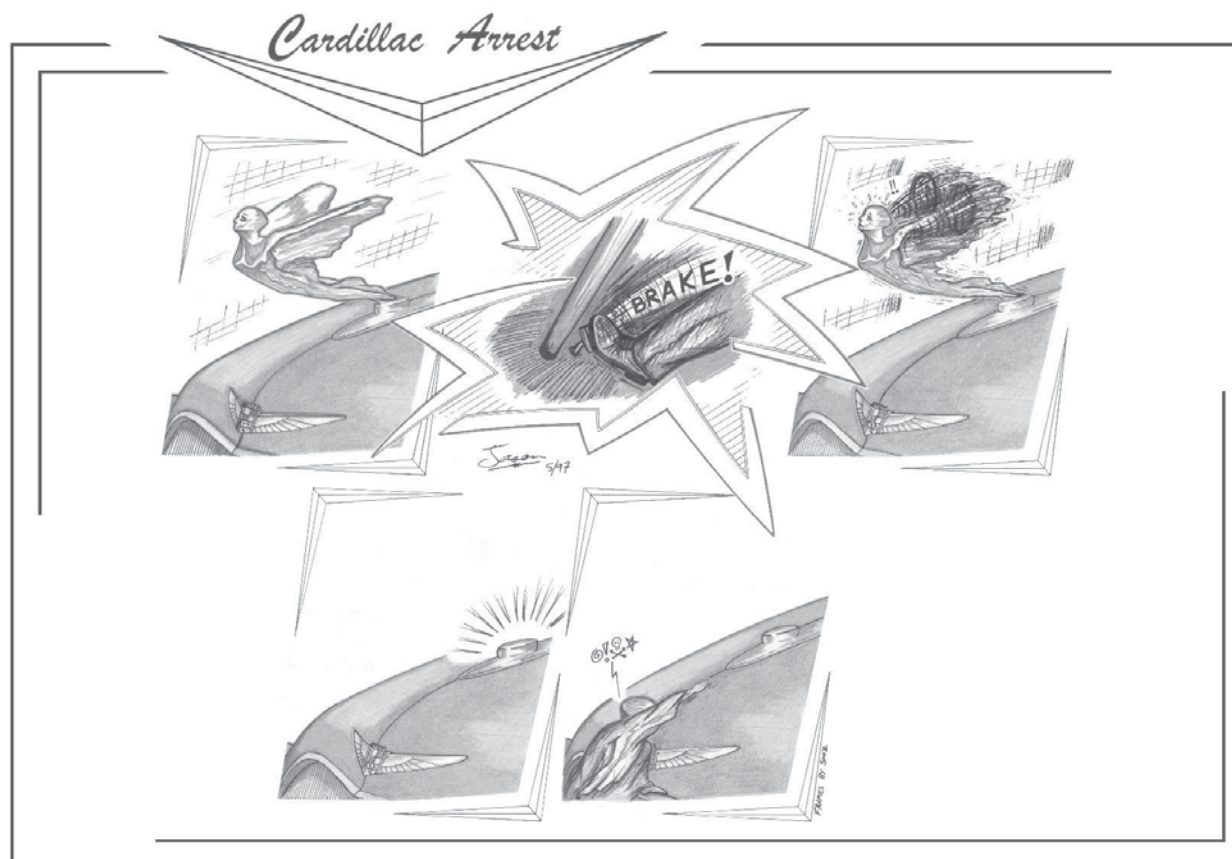
It was my sister Sooz who suggested a creative way of using iconic Cadillac 'V's to imply cartoon panel borders, and her quick throw-away scribble of an action star-burst was so naturally perfect I simply photo-copy enlarged it and traced it wholesale into the drawing.

Club old-timers may remember Sooz, who joined us on many a Caddy run in the nineties, and who would be mortified if I were to mention that she once attended a Caddy Club Bad Taste party in a homemade

Classic Toyota - The World's Standard t-shirt, accessorised with a glittering crushed Coke can brooch - "T'ain't no mota, like a Toy-ota!"



first
SKETCH



**Cadillac La Salle Club
of NZ Magazine**

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June 1997



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Our Global FAMILY

TARANAKI - Local member, Brendan Osment has sent in these fab photos he took whilst at a recent car show down there. You can see all his photos on his FaceBook page. Thanks for your fine photos Brendan - Ed

Brendan captured some great old cars. Here's my picks - Love the red Ford Torino, blue Merc, black Rebel, Lincoln, a pair of '57s and of course some super nice Caddies. Turquoise Sedan could be a future CLC member? Mean lowered Limo. Brendan's is beige '66. Ed



Our Global FAMILY

BAY of PLENTY - The 'family' gathered recently at Papamoa recently for an outing to Awakeri, about an hour east of Tauranga (before Whakatane) to do a special 'rail adventure' on motorised golf carts no less!



We had lots of fun and laughs (and a bush walk) over approx. 6 hours (!). Good bush covered scenery on a summers afternoon complete with a 'sausage sizzle amongst the bush under a hut!

Ten of us from Tauranga took three Caddies and we met up with Mike and Marion who drove up from Taupo to join 'the family' as well.

Carol Southcombe rode 'shot-gun' with the Tour Guide on his red 'Jigger!' (see background pic) "A natural leader" the Tour Guide said! Ed



Our Global FAMILY

USA - SoCAL - CLC Member, Jim Davidson 'showed' his beautiful '59 Fleetwood (done in Pinehurst Green - a colour somewhere between blue and green) in our 'February '59 FINZ special' - a lovely example. But wait there's more! Jim owns a number of other incredible cars, here's what Jim said:

"I have two other Cadillacs, a '55 60 Special and a '62 60 Special plus about 17 other cars ranging from a '41 Packard to a '70 Citroen DS. They are all interesting in their own way and I've owned most of them for many years. Some photos are attached. Regards Jim [Thanks Jim, you certainly have a wonderful collection and appreciate you sharing them with us - Ed]

A few 'teasers' from Jims large collection.
From bottom left - '56 Caddy, Packard, DeSoto, Packard and above and at right - amazing black '62 and my fav, Oldsmobile Starfire Coupe - what a stunner! Ed



A hidden hazard lurking underneath your Eldorado

BY LARS KNELLER

Your carbureted 1971-1978 Eldorado may have a fire hazard lurking underneath it without your knowledge. The rubber fuel hoses that connect the fuel tank sending unit to the metal fuel lines that carry gasoline to and from the carburetor and to the charcoal canister may be harboring a potential disaster. These rubber lines can deteriorate over time and then begin to leak.

What makes this a cause for concern is that the lines are located directly over the exhaust pipe as it crosses in front of the fuel tank. A devastating fire can result if fuel leaks onto the hot exhaust pipe. The lines might look fine when inspected, but remember that they are 40-48 years old and are certainly hard and brittle. It would be a good idea to replace all the rubber fuel lines if they are original or you are uncertain of their age.

The pictures depict these lines on a 1972 Eldorado. My car also has an external fuel filter. This was added during restoration because the fuel sock covering the end of the fuel sender inside the tank is no longer available.

Feel free to contact me with questions at cadbird@aol.com. ■

Lars Kneller of La Porte, Ind., is a technical advisor for 1971-'78 Eldorados and a past president of the CLC.

FROM THE TOP: Old, brittle fuel lines and a hot exhaust do not mix. ¶ Once replaced with modern rubber lines, your Eldorado can be driven worry-free. ¶ Author Lars Kneller's 1972 Eldorado Convertible made quite a splash at the 2010 Grand National.

LARS KNELLER/INDIANA REGION



LARS KNELLER/INDIANA REGION



ALAN CLARK/THE SELF-STARTER





Fred's FAMILY of old cars!

USA - In Memory of our dear Fred Bausch who loved old cars, we dedicate this page to him - Ed.



This Mopar vehicle was at the forefront of the longer, lower, wider late-1950s design movement with tail fins that became larger and more extreme every year. This example is equipped with standard dual headlights, although quad headlamps were also available on cars that were sold in states where it was legal at the time.



Philadelphia, PA, is the second largest City in the northeast and has suffered from parking problems for over one-hundred years. Philly drivers have to endure the same issue as many other early cities in the region do; it was initially laid out in a tight grid pattern by William Penn, its founder in the late 1600s, and soon after the automobile became a means travel in the early-1900s space for parking or storing a cars became woefully inadequate.

Above image shows the effect of a strike by parking workers represented by the Teamsters Union in the mid-1950s in the City. The owner of this Cadillac, evidentially lacking a spare key enlisted local citizens to help him push his car out of the facility so it could be towed to a locksmith or dealership to remedy the problem.

Press photograph courtesy of the Temple University Libraries.

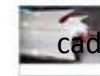


Obituary to Fred Bausch by Steve Westmacott, CLC Australia: He may have been Henry Bausch on his birth certificate but for many of us here in Australia he will always be our dinkum mate Fred. Born 29th December 1934, married to Penny and opening his wildly successful family operated clock repair business in San Carlos California around 1960, I've lost track of the number of times I physically crossed paths with Fred on his many pilgrimages 'Down Under'. I'm sure many people will write many heartfelt words about Fred for this LaCad so I will stick purely to personal anecdotes and one particular incident leapt to mind the evening Irwin telephoned with the sad news of Fred's passing only hours earlier on December 5th. It was Bathurst 2010 and we were gathered on Day One at the entrance of the event headquarters caravan park for our first official run out to the sprawling and palatial Abercrombie House. I was wandering around taking photos and heard an American accented voice yell "Hey Steve". I turned, saw Fred a few steps away and before I knew it the guy embraced me in a fierce bear-hug while saying how glad he was to see me. And that's the sort of bloke he was. Fred and I 'clicked' the first time we met and corresponded by email often and regularly as we seemed to have some sort of common rapport in our mutual love of history, old things in general coupled to his love of his old Cadillac he called Ruby and in which my feelings for Lucy were so alike. It was as if he was my sentimental American clone. I was blessed by the NSW event committee in being permitted to have my book launch in the undercover V8 Supercar pits at Mt Panorama during the Nationals and Fred insisted on being the first to buy a book (see photograph) and then went to great pains on his return to the US to spread the word about it. A true old fashioned gentleman of the world, generous and kind, a sweetheart of a bloke who never had a bad word about anyone and as much as he loved using Ockerisms I never once heard the man

'whinge' about anything. Fred often asked me to come over and visit him in California but as another example of the bloke's generosity, to whom didn't he offer US hospitality? I can't help but find myself unconsciously looking around for Fred whenever I attend an Australian Nationals but in Mudgee in 2020 it's going to be pretty straightforward. You see, Fred will be riding shotgun in Lucy for the entire event. **Article courtesy of**



Steve Westmacott 'aka The Cowboy' and LaCad Magazine - CLC Aust.



cadillacclubofnz.org

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7 Active

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



>> MARCH 2019 -

- > 3rd MARCH = Vehicle Display host Wellington Chev Club, Upper Hutt
- > 10th = Super Southern Swapmeet at McLaren's Island, Christchurch
- > 22nd-24th = NZ Deuce Days, Masterton
- > 27th-31st = Beachhop, Whangamata
- >> APRIL
- > 18-22nd (Easter) Street Rod Nats Christchurch

HELP!

Hi

I used to be in your club some time ago as I have a 76 Fleetwood Talisman.

Right now I just have to rebuild a 1957 365 engine and am looking for a donor or spares to suit without having to do another import.

Possibly you may know of someone who has a few spares on hand?

Kind regards - Jess Singh, Cambridge
021 1383816

>Hi Jess. Great to hear from you. How's that Fleetwood going? You should join us again? Write to Lois. In the meantime, anyone out there able to offer help or suggestions? Richard G? Alan? Ian? Daryl? Best regards - Ed.





T a i l l i g h t s

