



1948 Cadillac Series 6207 Club Coupe Calendar Caddy!



Owner:
Mike Brittan
Colorado



October
Octobre



RONdezvous



FINZ Magazine Editor: Ron Melville, Life Member 2023
 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, 2018,
 2019, 2020, 2021, 2022 & 2023

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

Woo-hoo, better weather is upon us. The sun is setting after 6pm now and by time you read this issue of FINZ NZ's Day-light Saving time will be just around the corner (29th September in fact). This means of course we can spend more time out on warmer days (and evenings) in our Caddies!

First time ever, I feature a Members Cadillac on consecutive monthly FINZ covers! This amazing '48 owned by Mike Brittain, a fellow CLC member living in Colorado whose exceedingly beautiful '48 was a *Museum Calendar* car for the month of March, 2024. Towards the end of each year *The Cadillac & Research Museum* run their annual 'Calendar fund-raising event' and sell their beautiful calendars (produced on very high quality stock paper) for just US\$15 plus postage. I have bought one annually for many years now. They feature CLC US members Cadillacs or LaSalle's (anyone in the world can belong to the US CLC) and reproduction is 'coffee-table-book quality!' I have included the 2025 Calendar Order Form in this issue of FINZ.

As I sit at my laptop typing away with Classic Rock playing in the background courtesy of *TheSound.co.nz* we are but a few weeks away from our 51st Cadillac Nationals and AGM, this year being held in the central North Island town of Taupo on the 4th, 5th and 6th October. We all want you to be there so if you have not Registered with Frances, please do so ASAP.

I am pleased to report that our new NZ Website is now up and running. The old one encountered an unrecoverable glitch after a trouble-free 14-year run. We think someone may have tried to hack into it and corrupted all the pages. Anyways, we now have just a 'One Pager' (for ease of use) and the ability to CLICK on a LINK and download our Membership form. The new format seems to be easier to administer. Thanks to Ridge Melville for creating the website at no cost to the club. We also have a new host and our Treasurer will be pleased to hear the annual hosting cost is far less! Go on click on it now: www.cadillacclubofnz.org

Launch date of the new *Cadillac Lyric EV* is getting closer and the NZ office of Cadillac has sent me an amazing website video to watch. It is worth checking out as it has much historic info and pics of Cadillacs past and future on pages 3 and 4.

As usual, there's lots else in this months mag. News from the Global Cadillac Family, here in NZ and around the world, a Question from the UK regarding disc brakes; 'Caddy Watching'; a very tidy CTS For Sale; the latest (Spring) Edition of *LaCad* has arrived and another great read. Another batch of beautiful Caddies to admire on Kev's Kaddies page and a reminder article about what to check for before going on that cruise. Perfect timing for all of us attending the Nationals!

I look forward to seeing many of you in Taupo in around three weeks time, cruise safe and let's have fun! Best regards, Ron - Ed :)



Welcome to the Cadillac LaSalle Club of New Zealand
 Where heritage, luxury and a deep passion for one of the world's most iconic automotive brands come together.

The Cadillac Experience: More Than Just a Car
 Owning a Cadillac is unlike owning any other vehicle. It's more than just a means of transportation—it's a symbol of prestige, craftsmanship, and innovation. Cadillac is the epitome of luxury within the General Motors family, a marque that has stood the test of time for over a century. When you sit behind the wheel of a Cadillac, you're not just driving a car; you're embracing a legacy.

Cadillac's glory began in 1902, and since then, it has been a beacon of engineering excellence and refined elegance. From the flat-top engines to the introduction of sophisticated design elements, Cadillac has always been at the forefront of automotive innovation. To own a Cadillac is to step into a tradition of excellence, where every detail is crafted with precision, and every journey is an experience in luxury.

The Cadillac LaSalle Club of New Zealand: Preserving the Legacy
 Our club was formed in 1973 in Wellington, and over the past 50 years, we've grown into vibrant community of enthusiasts who are dedicated to preserving and celebrating the rich history of Cadillac and the companion car, LaSalle. Our members are caretakers of this legacy, each owning a piece of automotive history that spans from the early 1900s to the modern era.

With around 100 members across New Zealand, our club is a part of the global Cadillac family, connecting us with over 7,000 enthusiasts worldwide through the Cadillac and LaSalle Club of the USA. Together, we share a common passion: to honour and maintain the high standards set by Cadillac—a brand that was always intended to be the ultimate expression of General Motors' engineering and design prowess.

A Community Built on Camaraderie and Passion
 At the heart of our club is a shared love for these magnificent vehicles. We come together not just to admire our Cadillacs and LaSalle's, but to build friendships, share knowledge, and foster a spirit of camaraderie that spans generations. Whether you own a pristine classic or a more recent model, you are part of a community that values the importance of preserving these extraordinary machines for future generations.

Our members regularly gather at local regional events and the much-anticipated Annual NZ Cadillac Nationals. These events are more than just car gatherings; they're celebrations of our shared passion, where stories are exchanged, knowledge is passed down, and the beauty of Cadillac design is admired in all its glory.

C



Cadillac Australia & New Zealand (ANZ) with whom your Editor has begun an association with (as have our Australian cousins) is now elevating the excitement factor of their 'soon to be released' Lyric and the opening of the very first Cadillac outlet (known as a *Customer Experience Centre*) here in NZ. Read more below...

Hi Ron - I hope you are well. I wanted to share with you some content that we just published on our website that may be of interest. We sent a media personality to the US to learn a little about Cadillac's history before it arrives in Australia and New Zealand.

There is some interesting information about the history of Cadillac and its influence on culture. We aim to post a few more clips from the trip that touch on Cadillac's history in more detail over the coming months.

See below link, Hope you enjoy!

Watch Cadillac's Be Iconic Series with Matt Suleau

Regards, Marc Coleman, Marketing & CX Lead
Cadillac ANZ

<https://www.cadillacanz.com/au-en/be-iconic-series>

Customer Experience Centres, not showrooms

Cadillac will be setting through a direct-to-consumer (DTC) model in Australia and NZ. It promises its Experience Centres in Sydney, Melbourne and Auckland will be very different to the dealership norm.



First look at Cadillac's Sydney Experience Centre.



take a new turn as the Cadillac lyric arrives in Australia and New Zealand



This is Vistiq larger than Lyric and also an Ultium EV, RHD-ready then?





Our GLOBAL Family

NZ - AUCKLAND - Here in NZ and Australia anticipation of the new Cadillac Lyric EV is building. Even our local *DRIVEN* auto magazine (via email - subscribe at www.nzherald.co.nz) is preparing for the Kiwi countdown. From my own copy of *DRIVEN* said: **CADILLAC NZ arrival nearing...** Cadillac is no stranger to right-hand drive (RHD). All the brand's early models had the wheel on the right, despite driving on the left: a hangover from the horse-and-buggy days, for a safer view of the roadside. Cadillac turned 122 just recently. And it's moving with the times. Even as LHD took over, right remained an option, but was discontinued after the Second World War. Right-hook came back briefly in the late-1990s for limited export, with the STS and Saab-based BLS. In 2008, the factory right-hand drive CTS was almost launched in Australia and New Zealand as part of General Motors Premium Brands (with Hummer and Saab), but the global financial crisis pulled the handbrake on at the 11th hour. If we may digress for a tiny bit, the shipment of 88 CTS sedans ordered for the Australian launch ended up in NZ, with Waikato-based dealer group Ebbett; it sold the fully loaded cars at \$63k each. They went so quickly, it ordered further used-import examples from the UK.



Remember that CTS didn't make its official Australian launch in 2008, but didn't NZ arrive.



But anyway. Cadillac is back in 2024 with a series-production, factory-built right-hand drive vehicle: the Lyriq, a medium-sized EV-SUV built on GM's Ultium electric platform. It's coming to NZ before the end of the year. What's different now, and why bother, when Cadillac is a quintessentially American brand and two-thirds of the world's car markets are left-hand drive? It's partly a statement of intent: Cadillac is set on becoming properly global and nothing shows you're serious like making models for driving on either side of the road. But intent is nothing without a business case, and the convenient truth is that it's much easier to configure an electric car for both left and right drive than it is with internal combustion.

"When you go all-EV, you're no longer constrained by an engine and transmission in front of you," explains Shilpin Amin, GM International president. "With Ultium, all of our heating and cooling systems are centre-based, capable of left and right-hand drive; so it's just the instrument panel and steering. It's really driven by the displays." Cadillac has been talking seriously about worldwide expansion, as opposed to dabbling with individual models in RHD, since 2013. Then-marketing boss Uwe Ellinghaus stated that he wanted the brand to become truly global, a process that could take 10 years in unfamiliar markets. While Ellinghaus became a controversial figure (he resigned in 2017), that part of the plan still tracks here in 2024. According to chief marketing officer Melissa Grady Dias: "We're looking globally. And as we're looking at the markets we're in, Lyriq is the moment where we can make the right, right-hand drive car. It's a great vehicle to be the first." Medium-sized Lyriq is the perfect car to launch RHD in NZ, says Cadillac. Lyriq was launched in the US back in 2022 and has become the biggest-selling Cadillac in the US lineup. It'll be sold in right-hand drive in the UK, Japan, Australia and NZ, with more markets to follow. In that sense, NZ is in a strong position: we're under the Aussie umbrella, which is expected to be the second-biggest drive-on-the-left market behind the UK. GM is not talking volume expectations, but acknowledges Lyriq will be a niche model in Australasia to start with. It's also adamant the brand is here to stay. "We're not on a timeline for this," says Amin. "We're not forcing it... because that's when we get into trouble. We think about it as having a 20-plus year connection to these customers. "We need Lyriq to be successful to continue the portfolio, but honestly, our vehicle development cycles are pretty long, so you have to plan for these ahead of time. There's more to come already

<https://www.drivencarguide.co.nz/news/cadillac-evs-for-nz-why-its-the-right-time-for-righthand-drive-and-why-petrol-would-be-wrong/?lid=c7825e7tr0k6>

decided; we're just not revealing those right now." Cadillac is EV-only for NZ GM emphasises that Cadillac's right-hand drive expansion goes hand-in-hand with EV platforms. There are no plans for conversions of current or future petrol models; while internal combustion engines (ICE) are still key to Cadillac in the US, it has committed to becoming the first GM brand to go 100% EV; initially by 2030, but with a slowdown in EV growth, Diaz says the timing of the transition will now be more "consumer-led". So there's little point in trying to establish petrol vehicles in a new market, says Amin: "There is a limited lifetime when you think about entering markets with a brand and you know you're going to bring products that have an end-of-life out there... you're going to invest a lot of time and effort to build a customer base that eventually, you won't be able to fulfil." What other Kiwi Cadillacs are on the way? Obvious possibilities for the near-future include two models either side of Lyriq: the Optiq urban SUV and the seven-seat Vistiq. "There are multiple Cadillac countries," says Amin. "There is a full portfolio if you think of a lux 3, lux 4, lux 5, a full-size SUV and potentially some sedans. We will continue to validate those for access." The most iconic Cadillac in the current lineup is arguably the Escalade SUV, and there is a pureelectric version of that: the IQ, also using Ultium technology. Brand executives are not making any comment on the possibilities of that for RHD at the moment, although Amin reminds that it's not merely mechanical layout that determines viability: "The architectures are all capable, but it's the finish of the vehicle, the IP [instrument panel] and the configuration. "Not all products fit all markets. What does the right portfolio look like for each of our markets and then how do you enable all the requirements behind those? There are things like displays that are difficult to do; we believe in a fully integrated design, not just an iPad stuck to the middle." Customer Experience Centres, not showrooms Cadillac will be selling through a direct-to-consumer (DTC) model in Australia and NZ. It promises its Experience Centres in Sydney, Melbourne and Auckland will be very different to the dealership norm. It has already announced its Sydney location, the Roseberry Engine Yards "retail and lifestyle precinct". The design will emulate Cadillac's first DTC centre in Switzerland and has been designed by the same firm. Amin admits Melbourne has been more challenging: "To be honest... we've been looking and none of them have been exactly right. This is about real perfection and we're patient enough to wait for the right commitment to those markets." An announcement around Auckland is also still to come, but Amin implies that the right space has indeed been found: "We're very excited about... the one we haven't announced there yet."



Our GLOBAL Family

AUSTRALIA - Hi Ron & thanks for your email - wow what a magnificent Eldorado & I love that colour too. As you know Gus Carmont has a 60 Seville that colour but I've forgotten what it's called. I'm currently up in Lismore (northern NSW) with my brother & I received a call earlier today that my much awaited Caddy parts have finally (after almost 5 months) arrived. I'm looking forward to getting home next week to check they are all there & in good condition. The repairer does excellent restoration work & by all accounts he will do a great job. There's a few parts I'm still chasing but they won't be a problem according to the repairer. As I said Ron, the big plan is to have the Eldorado totally finished by Christmas next year & therefore ready for the 2026 Echuca Nationals. Once I have some more photos I'll send them off to you with a bit of a story. Regards David Rayner [Hi David, thanks for the progress update and congrats on having the fortitude and patience to get your amazing Caddy back on the road! Ebony is the name of Gus' Caddy. Yes, there are some terrific examples around that's for sure. Fellow, Bay of Plenty member, Steve Gill and I plan to see your marvellous resto in person at Echuca in '26! Meantime, I look forward to your future story! Kind regards, Ron - Ed]



Leaving my property



Cutting out the A pillar



Getting ready to take the body off - chassis bent but only 10 ml

The bulkhead from Arizona - this one rust free



From Paul Dixon, our Kiwi member in Melbourne shares another great story: **American automaker takes bold step into future of luxury automotive design**

Autonomous driving, mood adaptor, biometrics and virtual reality - a glimpse into the future of all electric luxury performance. Australia-bound car maker Cadillac has unveiled its vision for the prestige car of the future. It is a breathtaking vision of what the future holds for all-electric performance. Global Cadillac Design executive director Bryan Nesbitt says the Opulent Velocity concept is a forward-looking vision of what Cadillac's V-Series could become, marrying advanced technology with the brand's signature emphasis on luxury and performance. "It's the future vision of luxury performance, incorporating Cadillac's leadership in hands-free driving capabilities, electrification and performance excellence," he says. A sleek low-slung silhouette and self-opening butterfly doors make a statement even before the car begins to move. Inside, the cabin exudes elevated luxury but in a simple, clean and uncluttered design. The dash and middle console appears suspended within space, adding to the vehicle's futuristic design. Cadillac Branded Advanced Design Manager, Magalie Debellis, said the interior was designed to seamlessly guide you from the front to the rear. "Everything's meant to feel like it's light and seamless," she said. The next-generation technology into the Opulent Velocity is incredible, it has a fully digital cockpit, a 3D information-enabled wide-screen display, and secondary screen features on the racing inspired Y-shaped steering wheel. The entire cabin features a deep Selene Blue hue, with the interior trim fashioned using 3D printing. The Opulent Velocity, as the name would suggest, offers two unique driving experiences, named "Opulent" and "Velocity", designed to cater to different aspects of the luxury electric vehicle experience. The "Opulent" experience offers luxury and relaxation with a combination of mood lighting, scent, sound and seat massaging. It also offers the ultimate super cruise function - fully autonomous driving with retracted wheels and pedals. Occupants can spend time reading, relaxing, talking or watching content on the giant screen. Meanwhile, the vehicle's on-board biometric sensors monitor passengers' wellbeing and current ambient conditions to suit their mood. On the other hand, the "Velocity" experience caters to those who crave the exhilaration of highperformance driving. With a simple touch of the multifunctional controller, the Opulent Velocity transforms from a fully autonomous vehicle into a hypercar ready to hit the track. A unique "Ghost Car" function on the augmented reality heads-up display allows drivers to improve their lap times by following a virtual guide, while also competing against others on designated



tracks. In a time where the boundaries of automotive design and technology are constantly redefined, the Opulent Velocity concept stands as an example of innovation, luxury, and performance. [Wow, as the name suggests, a very 'Opulent' design concept. Great to see these futuristic designs on the drawing boards! Thanks Paul for another great report! Ed]





Our GLOBAL Family

USA - Wow, Ron, another great magazine. The purple 57 convertible is stunning. Apparently it is a factory color which I have never seen. Probably not many were sold and you had to be a real "sport" to want one. I was only 10 years old but I would have opted for that. My father, never would have and was very happy with his 56 Ford station wagon which we drove until the wheels almost fell off. I was embarrassed in high school until I had a cute girl friend who was quite happy with the fold down seats. No more on that! In 2015 Cadillac came out with the current series of Escalades. The local dealership had one on the floor with a deep metallic purple and a beige interior. It did not sell particularly well and I sought out a used one at one time and they sold at a lesser price than white or black. I ended up with a 2019 with 12,000 mi. which I bought in 2020 for 60% of the sticker price. I've never owned a new car or a new boat. But I do like high end vehicles. On the subject of electric cars and the Cadillac Lyriq. I have sat in one and it is a beautiful automobile. I have seen only one on the streets of Atlanta, population 5 million. My dealership has a technical specialist whose kids go to the same school as my Grandchildren. He told me there are considerable software problems with the Lyriq. It can take as much as 2 days for a mechanic to work on the programming. The dealer could not get them for a couple of years. Then he got about 20 on floor plan and can't move them. Fifty percent of the EV owners in the U. S. say they will not purchase another one. Less than 10% of the vehicles on the road are electric. I do see a bunch of them on my side of town. You should have a sense of sense of Americans and the automobile culture.

It's just not going to be a hit for a long time and the government is wasting billions trying to make it happen. As for me, I might have one for my wife, but she's not going to consistently plug it in everytime she pulls into the garage. It's also very expensive for a local commuting. An electric car would make it to my lake house (145 mi away) but wouldn't hold the dogs, junk, and occasionally grand kids I haul back and forth. I bought a used 2013 CTS premium for my wife last year from a neighbor. It had 84,000 miles, extremely well maintained for \$10,000. Also, the depreciation on electric cars is terrible.

On the subject of Cadillac Convertibles.... GM has made a serious marketing error by not manufacturing what I call "gentlemen's convertibles)...that is with 4 seats. They have unsuccessfully fooled around with a couple of 2 seaters which have not sold well. Convertibles project the image of the brand. And though they are a small percentage of the sales and perhaps none of the profit, I believe that is the roll they play. Mercedes owns that market with BMW following. Lexus and Infiniti have nice convertibles too including hard tops. If Cadillac ever comes back out with an affordable 4 seater, I think it will be a hit. By the way, there is a significant difference in the insurance rate for 2 seaters versus 4 seaters. The two seaters are more, probably because of the driving habits of the sports car types. I don't know if you have Escalades in NZ. I am on my second one. That GM series in Chevrolet, GM and Cadillac is deemed very strong in the car magazines. Lincoln Navigator and Ford? (brain fart) are great looking, well built vehicles but are not noted for having as good a ride as the GM. The GM vehicles have magnetic ride with shock absorbers that apparently are linked to a computer. The shocks are \$1,000 a piece plus installation. I know, I have to replace the rear ones. The GM series outsells the Ford/Lincoln series about 9 to 1. My 2019 Escalade has a 10 speed transmission, it cuts out half the cylinders at different times, mostly on level highway and gets up to 23 mpg on a trip. Around town it gets about 12-13 mpg. Beats the hell out of my 1972 Eldorado that gets 8 mpg around town and 11 mpg on the highway. I use ethanol free 90 octane gas which is \$4.50 a gallon.. same price as gas for the boat in the

marina. My boat has a GM block 500 C I engine outfitted by Volvo Penta. That is the same block as my 72 Eldorado. The boat gets 2 mpg. Ok, that's all of the entertainment I'm going to provide this Saturday morning. I'm on a personal news black out with all of the political BS going on in or country. All the best, Bill Overend [Hi Bill. You always pen a great read and this one is one of them. There are few few Escalades in NZ (an example below) but who knows a few might find their way into the country but right now our Kiwi dollar is pretty weak against the mighty US Dollar! Good luck to all our American friends with the upcoming Elections, the world is watching! Ed]



UK - Editor Phil Hole (COGCB) writes with a question about wheel spacers on a '64. Can anyone help or comment?

Hi Ron. I've asked the guys in the US about the below, without a solution so maybe someone down there (in NZ or Aust) may have done it, so nothing ventured nothing gained... One of our Members, Graham 'Hubs' Macdonald has a very nice '64 Sedan deVille. It's on the front cover and won the Amos Car of the Year Award. **Graham is thinking about converting it from front drum brakes to Discs (Rotors). He doesn't want to go the 'expensive' Caddy Daddy' route, he'd rather use the '69/'70 brakes assuming he can find calliper brackets and dust shields,** the rest is available from Rock Auto. There are **however conflicting opinions on the internet about the need for wheel spacers.** [Have any of your guys done a conversion on a '64?](#) No one over here that we know of has. Please email holepl@aol.com



Our GLOBAL Family

BAY of PLENTY - Recently Steve Gill, Serge D'Elia and the writer attended the Annual 'Henry Ford Day' in Hamilton recently. Entry was for Fords only and we cruised in, in Serges very original Lincoln which Serge and Lilian purchased new, 45 years ago, this year! Steve subsequently sent this little 'ditty!'

Hi all. No time to feed the ducks. Its Sunday and we want to get high. So high we will touch the sky. Ron Melville , Serge d 'Elias and Stephen Gill fuelled up the 79 Lincoln Continental Town Car to shoot the breeze into Hamilton. Riding in the back seat of this Lincoln is truly majestic, the only thing missing was the ice bucket and a bottle of Dom Perignon's finest champagne. Its All Ford Day at Claudelands Show Grounds. On arrival the show was well under way, hungry eyes are feasting on the Lincoln as we manoeuvred into a car park. An Alpine breeze for sure in Hamilton as we tightened our jackets and made our way with umbrella in hand for this beautiful spring day out. A hot drink hit the spot as we start our tour of All Ford Day. As with most motor car events you are bound to chat with various characters from the world of motoring. A gentleman called John Sharplin was most interested as to why anyone could possibly wear a Cadillac jacket to an All Ford Day. Yes indeed Caddy Cruisers, needless to say we educated John on the history of Lincoln and its historical significance with founder of Cadillac and Lincoln Henry Martyn Leland. John was gob smacked and considered himself as being cultured in the world of Cadillac , Lincoln and Ford. Oh yes

its all too beautiful but its time check out the rest of the cars whilst there is time to do so. Like most exciting thing's we do , time passes faster than a speeding bullet and now its home time. The traffic leaving the event is horrendous. I guess you could say ' it just goes with the territory ', sometimes we have to put on our big John Wayne hats and grit our teeth. There is a gap in the traffic and its 'High Ho Silver' to the Prince Albert Hotel for an enjoyable lunch in nearby Cambridge. An awesome day out and well enjoyed by the three of us. Well Caddy Cruiser's until next time ' Keep the pedal to the metal' And as always ' Our Club is Easily Satisfied with the very best '. Cheers, Steve - Bay of Plenty Regional Delegate.

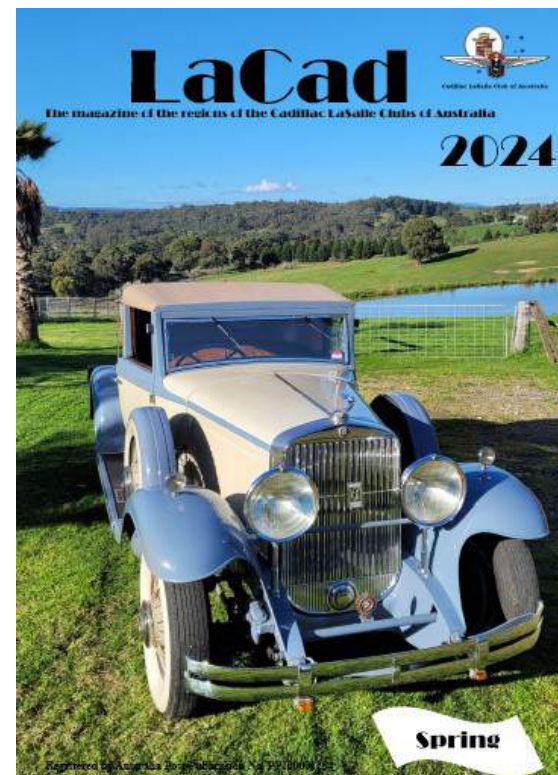


AUSTRALIA - Hi Caddy And LaSalle Members and Friends, Here is the link to the Spring e-LaCad for you all to enjoy.

<https://www.dropbox.com/scl/fo/tczcxep2215eqiay9vw0/AMpQBeuVzjF6Sfa8iYM-jp8?rlkey=y5gpx3j1ags5xyp18sduvwpfw&st=vz-spzo8&dl=0>

I'm sure you will agree that is a first class read, once again. Don't hesitate to let Andrew and Rachel know what you think, especially as it is their wonderful 1930 Caddy that features in the Pride and Joy this edition: andrew1930353@gmail.com

Happy reading, Greg Short
Cadillac LaSalle Club – Membership Secretary and LaCad distribution.
Mobile: 0425 868 136 Greg.Short@csiro.au





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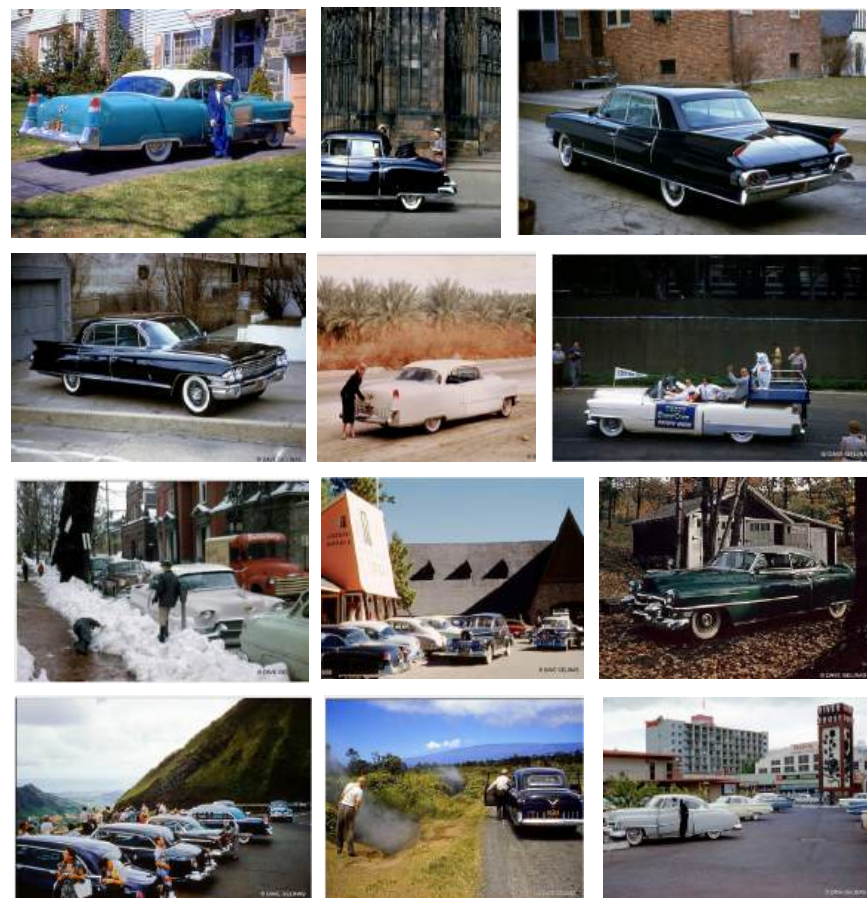
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Hi all. Fine weather is here at last so like you I will be looking to get that Caddy on the road! My 'Curbside Classics' feed recently sent me numerous shots of old Caddies, under the title 'Caddy Watching!' Look at the guys in the snow - he's looking for his keys! Ed



For Sale



CTS wagon. 2011. RHD. 70kms, 1 NZ owner. Silver with black leather. New tyres. Beautiful car. \$15,500. Ph Steve Barker Auckland - 021 271 8896, Or stevedetroit55@gmail.com



The Meguiar's Coffee & Cars Auckland is a **FREE event for car enthusiasts**, held one Sunday a month over Summer from 9am-12noon at Auckland Showgrounds, Greenlane. Next event: **Sunday 20 October 2024**

On Sunday, November 16, 2014 our Club had, 83 Mustangs, 21 Corvettes, 10 Cadillacs, plus more than 80 other vehicles. A great day out at the Wharepai Domain near Tauranga's central business district. And this year, which is the 60th Anniversary of the Mustang, we will again be holding All USA Day, and it **will be at Classic Flyers, in Mount Maunganui on Sunday 17th November 2024**. For more information check out the Events Page on our website. We look forward to welcoming all USA Origin vehicles for another great day out. See you there! Your friends at the BoP Mustang Owners Club!



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- Best 1959/1960 Cadillac Trophy judging by special guest Chuck Patton
- Visits to the Helter Skelter vintage market, the Wellington Vintage Machinery Clubhouse, the secret Cadillac room, and the Cars Inc and Southward car museums

SNEAK PEEK

NOTE: This is a personal not-for-profit project, not an official Club initiative



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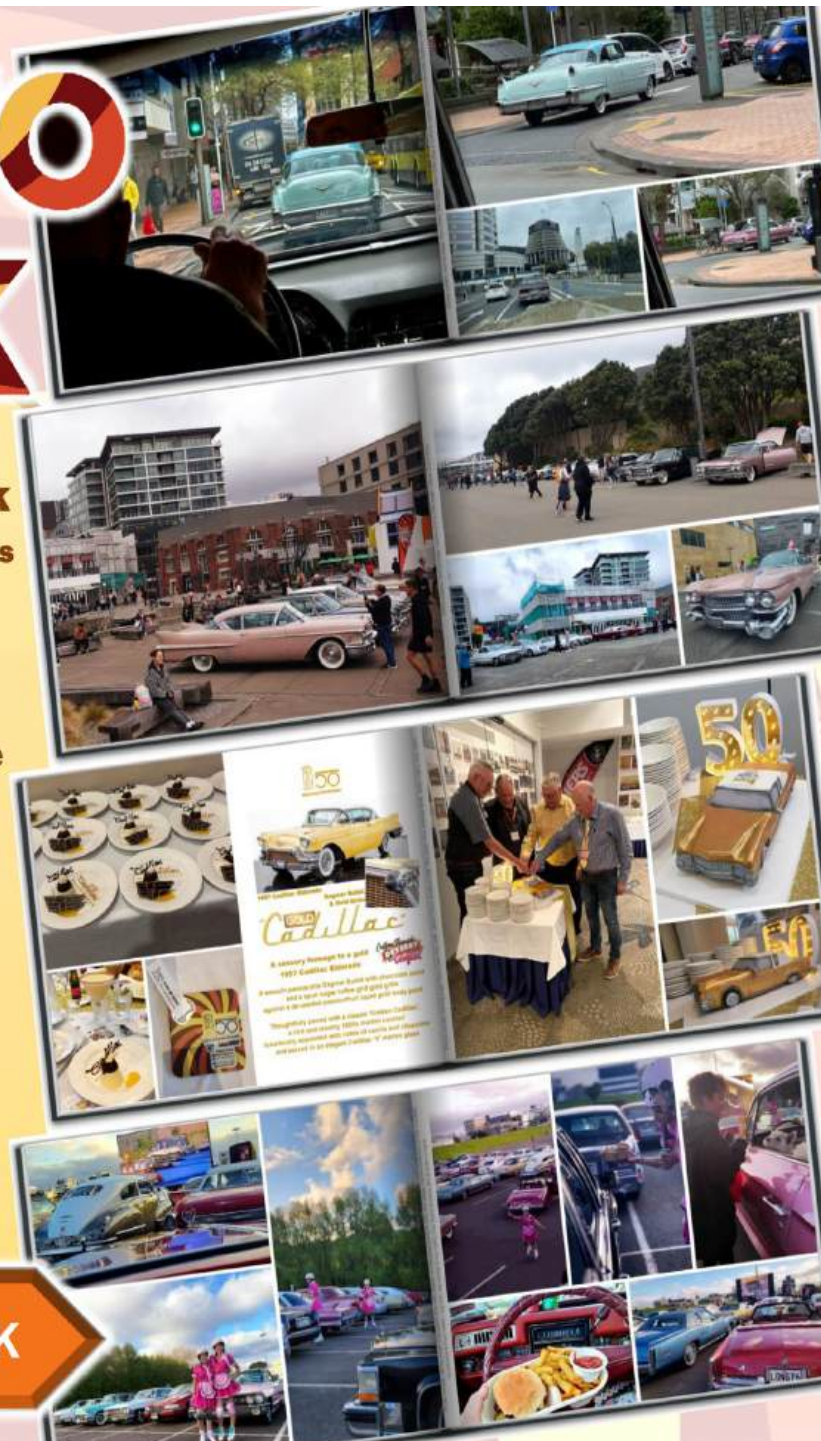
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Then email Roni at veronicagmf@xtra.co.nz to let her know you've paid, and for how many.

Payments must be received by 1 Sept to meet the one-off print run deadline.

Books to be collected from the Taupo Nationals in October. If you're not attending, someone from your region can pick up for you, or you can make alternative arrangements - contact Roni





I recently came across the below from my www.hagerly.com email feed. A good article which I have kiwi-ised a bit! Ed

Before Driving Your Cadillac or LaSalle, Check These 6 Things

Getting out on the road and enjoying our vintage cars is the majority of the reason most of us own them. Driving is what it's all about, but driving safely is always the best plan. Many vintage cars now have spent time with owners who may not have been born when their car was built; if you find yourself in that camp, you may still be learning the day-to-day and year-to-year upkeep of your vehicle. Let's take a look at a few checks and pre-drive rituals that will keep you and your old car happy for many miles to come. Most owners and drivers of aging cars are diligent about inspecting them, but usually only once—when they buy the vehicle. After the purchase, most slip into the assumption that “it was fine when I parked it,” which can lull you into thinking everything is—and will remain—fine. Oftentimes everything is fine, but when a critical component or system isn't, you can put more just yourself at risk. That's worst-case scenario, of course; at a minimum, making a habit of regular quick inspections can save a lot of frustration and towing charges.

1 = TYRES - the only actual items that connect your multi-thousand-pound car to the road. We rely on those round rubber rings to not only grip the road surface but also to support the car. Having incorrect air pressure in the tires can produce unexpected changes in

handling, cause a tyre to build up heat and cause a blowout, or wear parts of the tyre that aren't designed to come in contact with the road. Even a quick look while walking around the car is better than nothing, but make sure to check the pressure with a trusty gauge and look closer at the condition of the tread and sidewall. If you find an issue, that weekend drive you planned might get ruined, but that's a whole lot better than finding the problem while going 55 mph and ruining a whole lot more.

2 = OIL & OIL LEAKS - Engines live and die by the lubricants and other fluids contained within the block and heads. Just having enough oil and coolant will keep an engine alive far longer than some might think. Having clean and properly spec'd fluids will make a car run even longer and even better. Taking a minute to pop the hood and pull the dipstick to confirm your car's engine has the proper amount of oil is the bare minimum. Have a clean rag handy to wipe the dipstick clean and quickly inspect the oil for debris and color. A light amber is ideal, but tired engines can put a lot of combustion byproducts into oil relatively quickly, and those will turn oil darker. While you are thinking about fluids, take a peek under the car to confirm the oil leaks you might have did not get worse.

3 = STEERING - A lot of people will say that old cars just have loose steering, but those people are only partially right. Vintage steering systems can feel less direct than modern designs but they should still be snug. Motion at the wheels should translate to motion at the front tires. After sliding into the driver's seat, take a moment to observe the steering before starting the engine. This will help get an honest feel without the assistance of a power-steering pump, if your car is so equipped.

4 = LIGHTS - “How could anyone not notice a car as cool as mine?” We've all thought this while driving down the road, surrounded by homogeneous modern crossovers. The reality is a lot of drivers don't care about vintage cars, and they have grown to expect vehicles to show daytime running lights, which vintage

cars rarely have. An older vehicle can sneak up on many a modern driver, especially at dusk or in the early morning—you know, the best driving times. That's why it's a good idea to do a quick walkaround or mirror check of the lights on all four corners of your car. Do your turn signals work? Has a bulb burned out? I like to turn on the lights of my ride before I open the garage door to see whether the headlights and turn signals work. I'll also check the taillights—brake and running lights—in the rearview mirror, to see if they light up the back wall of the garage easily.

5 = BRAKES - Brakes, especially drum brakes, are notoriously difficult to inspect without some disassembly. One way I like to evaluate them is the hard/harder test. Before starting the engine, I push on the brake pedal with the force of a regular stop, such as I'd use when approaching a four-way stop, and hold that pressure for a moment to confirm the pedal does not sink further. After a short hold I then press harder, to mimic a panic stop, and again hold for a moment to ensure the system holds the pressure firm. I then release the pedal and ensure it returns to its correct position quickly and smoothly. This works for both mechanical and hydraulic systems. Combine this simple test with a visual inspection of brake fluid level and condition, and you'll have that much more peace of mind.

6 = THROTTLE - The throttle is really fun to push, but more important than anything is the throttle's return. Stuck throttles lead to bad situations. Before starting the engine, give the throttle a bump from fully closed to wide open and make sure it snaps shut quickly and without any binding. Many vintage cars use mechanical linkages or cables that can corrode or get grime in them which can slowly build up and cause problems. Best to catch such a problem while still in the garage or driveway.

In an unconnected article I recently read was about the four Silent Killers that can befall an old car. The main two that stood out for me was:

- 1) No cover on the car. Even inside, dust/ moisture/ dryness/ too much light (UV?) can get at the paintwork and rubbers around the windows, some bumpers and badges
- 2) Not starting your old car or taking it for a short drive just to exercise it. No speeding, just gentle braking, turning, shocks going up and own and fast enough to enable the changing of all the gears. If you have a convertible, put the top down and grease those hinges (like your doors). Of course, one assumes you are checking the oil/ fluids (trans can be done at the end of your run) and the tyre pressures. A wash now and again is a good plan, as is a coat of polish once a year (I do mine twice a year and when the paintwork doesn't feel very 'glassy' I give it a 'Clay-bar wash' – ever heard of these? They are gentle and amazing. (Must be like what a facial feels like!) This highlighted part by your FINZ Editor!

2024 NZ Cadillac Nationals



KEEP THIS WEEKEND FREE - The 51st meeting of Cadillac Club of NZ

To be Held Taupo 4th - 6th OCTOBER 2024

AT MILLENNIUM HOTEL AND RESORT MANUELS, 243 LAKE TCE.

Accommodation is here also, 20 rooms held at the moment, **booking reference #63117**, Cadillac Club. Booking for breakfast is optional. There is a restaurant and bar and conference/meeting facilities here, so everything one place. No extra driving. Phone 07 378 5110

There is alternative accommodation next door as well at the "Oasis" if wanting cheaper, although no restaurants/ facilities on site. Registration for this event is very reasonable at \$35 per person, Saturday night dinner will be paid by the Club, all other expenses are on you, sorry. Account for registration will be 060689 0055887 00 and please email frances.wayne@xtra.co.nz with your intention of attending this annual get together. Suggestions welcome for the day programme if you know of something interesting, I am working on this as well with local members and friends.

UPDATE from our Secretary:

Hi Members. Thanks to all those who have Registered and paid their fee, **we do need this** so you are counted for catering.

The plans for the weekend is as follows:

FRIday night: 7pm - we will have the usual 'Meet & Greet' and some pizzas will be provided by the club later. Buy your own drinks. FRIDAY DINNER - if you want something more substantial, you may like to have dinner at the hotel or in town. You can walk along the boardwalk just in front of the hotel to 'Two-Mile Bay Sailing Club' (they only sell pizza!!!). It is a nice place to sit for a drink in the afternoon sun with a drink or two if you get to Taupo early, right on the lake.

SATurday: In the morning we have two sheds of interest to visit then lunch as a group or do your own thing. Afternoon is free time for shoppers or nappers!

The AGM is at the usual time of 4pm (Saturday) and then we meet for a 'Buffet Dinner' at 6pm. Buy your own drinks. The 'Fun Auction' will be held after dessert. Please bring items (for the Auction, not the dessert!).

SUNday there is a Market you could be interested in, before heading home.

I will send out an email to all Registered Members of exact details and addresses and an Agenda. Fri & Sat night functions are both at the Millennium Hotel.

Kind regards, Frances :)

UPDATE re new Pres: Don't forget anyone can be nominated for the new Pres. The eventual President is confirmed at the AGM. If you've been thinking about 'throwing your hat in the ring', get yourself nominated today and return Nomination Form (attached) to Club Secretary, Frances ASAP at: frances.wayne@xtra.co.nz

HAVE YOU PAID YOUR SUBS? Contact Treasurer, Grant Davis ASAP at grantdavis37@gmail.com




KEVS Caddies and other great shapes!

(Kev's finds are sharper than this Cadillac Cacti!)



We can always rely on Kev to give us the "low-down" on superb Caddies from around the world. Where on earth does he find them? Some maybe under a rock, going by the one at left! Good on you, Kev! Ed

REGIONAL DELEGATES

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10 Regions across NZ
9 Active



OCT 6th - Tararua Rodders
Chrome n' Custom Show, Levin
4th to 6th - NZ Cadillac
Nationals, Taupo
19th - Autospectacular - Dunedin
20th - Meguiars Coffee & Cars
Auck Showgrounds, Greenlane
25th - 28th - NSRA Nats, Bulls
Manawatu
NOV 17th - All USA Day, Mt.
Maunganui - 60th Mustang Anni
24th - Stragglers Rod & Kustom
Charity Car Show, Karapiro



2023/24 CLC NZ Club Officers

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(Past) Patron - Maurice Hendry
1973 - 2024
(Founding member)

[Corrections to:
finzmagazine@gmail.com]

CLC NZ - Roll of Honour
Spirits flown, not forgotten

Stephen Brown, Past Regional Delegate - Marlborough/
Canterbury/ West Coast - South Island - Member 2001 to 2023

Lou Christ, Auckland Region - Member 2001 to 2023

Bruce Jefferies, Bay of Plenty Region - Member 2013 - 2023

Brian Cullen, Auckland Region - Member 2008 to 2023

Myrie Wotherspoon, Auckland Region - Member 1991 to **2024**

Maurice Hendry, Auckland Region - Founder Member of The
CLC NZ, Club Patron & Life Member 1973 to **2024**

Denis Bulloch, Wellington Region - Member 1993 - **2024**

May the BIG fins guide you to the pearly gates!

Tail Lights

Featuring the Best Tails in Town!



Ross Morgan's fabulously restored
1937 Cadillac Aero Coupe. Perth, WA.
Photo by Anita Patterson