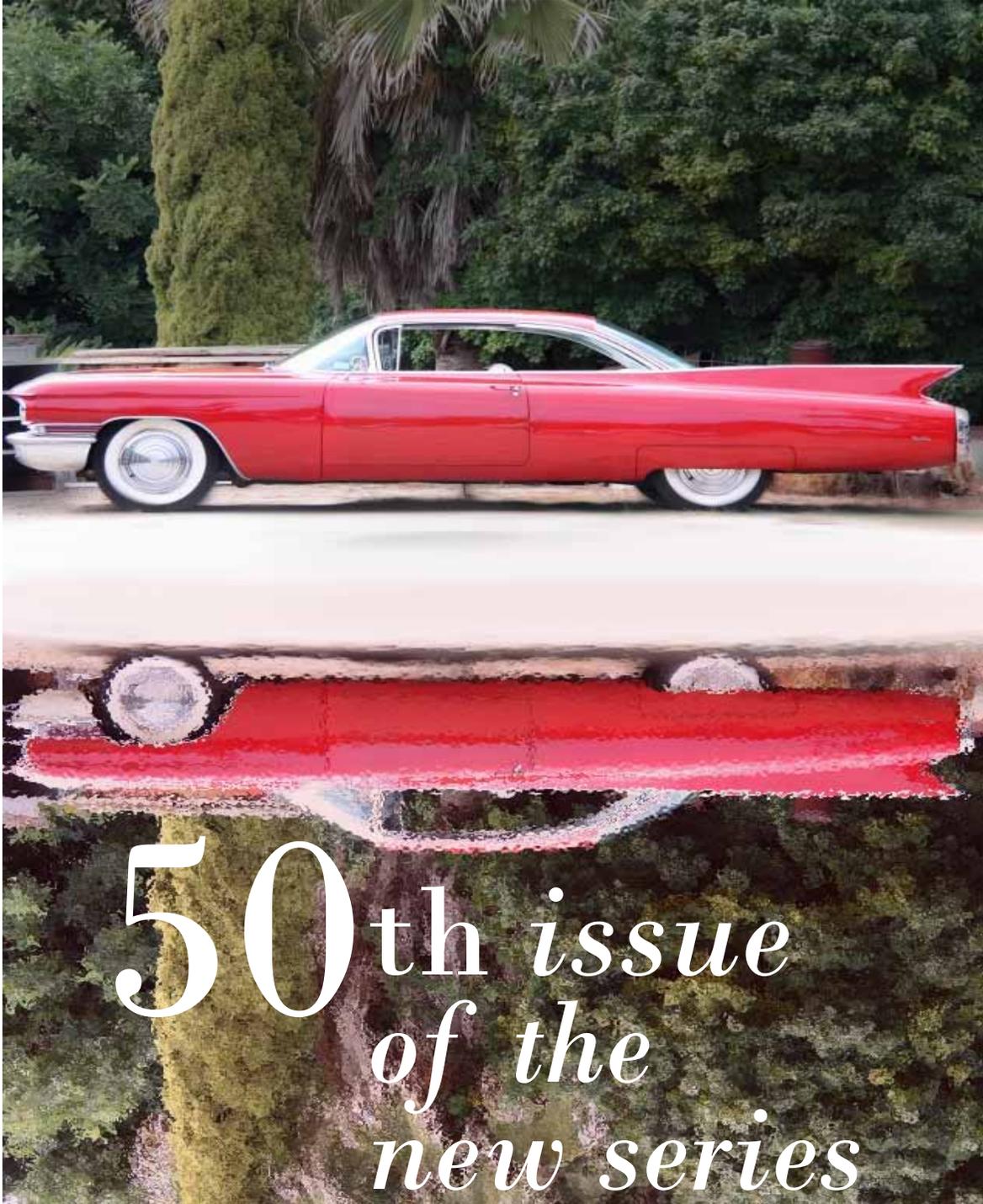


Time for reflection
Celebrating 50 new series issues

February 2014



50th *issue*
of the
new series

Hello to the 50th issue on 'my watch'. Yes it's hard to believe this is the 50th [issue] I have printed. Who has kept a copy of the first? Under my editor-ship we've spanned the 50s; 60s; 70s; 30s/40s and of course this year is the 'White Series' and who knows what may be in the pipeline? My objective from issue ONE was to promote the NZ CLC to the world and to introduce the World CLC to NZ members. We have included global Cadillac news and events. Created world-wide e-magazine distribution networks across Europe; Australia; Canada and USA. Our mag is featured on the parent club (United States) www.cadillacclub.org website (Region Newsletters). We have been acknowledged in Pres. Lars own page and have twice received the 'Old Cars - Golden Quill Award'. The mag has taken on its own style, format and design; lifted quality of layout, lots of photographs and lots of colour and high calibre contributions from CLC members all around the world and I thank you all - you know who you are! FINZ continues to explore more ways to effectively communicate with its members (read also below) about local and International events and above all, with originality and Kiwi creativity using our "number-8-wire" mentality (which to overseas readers means, what Kiwis do is done on a 'shoe-string budget' and if we can't come up with something, we try and invent it!) But without you the reader we may not have the FINZ we have today. So thanks to each and every reader, please keep on reading and above all keep sending in your stories; photos and suggestions to keep evolving FINZ. Ron

Following at big 40th in Rotorua last year, several people approached me and said it was a shame that our Patron, Maurice Hendry was not able to share some more time with us. Well I have it on good authority that November 2nd was in fact Maurice's 84th birthday and his son took him to a lovely dinner at Auckland's iconic and picturesque 'Mission Bay'. Between the shops and the beach is a huge fountain in park-like surroundings. The fountain was donated by 'Sir Ernest Davis', a former mayor of Auckland and incidentally was the original owner of Maurice's (previously owned by him) 1929 right-hand-drive LaSalle V8!

Our front 'Cover pic' this month is Peter Searle's (CLC Australia) smooth looking '60 looking the part for Valentines everywhere come the 14th (Happy Anniversary to my dear Andre'). We conclude part 3 of our fab 40th memories. A new multi-part CLC Australian story starts this issue - 'Veteren Motors Across Australia' - an amazing journey and adventure from Perth to Sydney authored by Michael Holding (CLC Aust member) and well worth reading - Ed. Read about the new Caddy ATS-V. Check out an amazingly sharp '70 convertible. We start a new page called 'Cadillac Tech & Tips'. The Victorian Region visits the awesome 'Grahams Classics' car collection and our very own 'Caddie Anne' discovers a cool '57 that went from 'Grass to Class!' plus all the usual catch-ups and comments from Regions around NZ; Australia and the USA - all good stuff. Check out also one shimmering gold '69 that's for sale on Miss Lane's page and Tom's Eldo features in 'Tail Lights'. By the way, his immaculate Eldorado has only 34,000 miles on the clock. It is like new all over and Tom saved up for over a year for the gas money to travel from Wellington to attend our 40th in Rotorua and of course cruise around with the rest of us! Nice ride Tom.

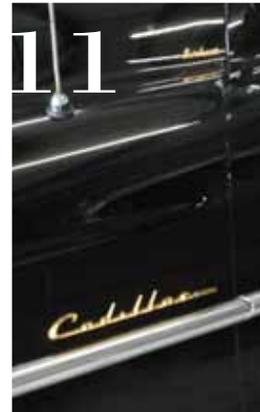
The word is now out regarding our 2014 NZ Cadillac Nationals and 41st AGM. After many, many years the venue will be in the South Island. Yes the North Islanders will be coming to you guys down south this year. Some will bring their Caddies, some will fly in. Our fellow members (read friends) in Australia and the USA are definately invited. Rob McCann our South Island Delegate will be co-ordinating the event together with members of the Wellington/ Wairarapa Region (led by Pres. Murray Scott) and I am sure VP, Ian Bradshaw will also be in the mix given his good network of contacts in the SI. 'Home base' for our Nats will be McLeans Island (out of Christchurch) and I am told venue of the South Island's largest Swap Meet held annually during October. It is run I understand by the NZ VCC (Vintage Car Club) so we can expect a wide variety of old cars there of all makes and models and parts too. It will be fantastic to meet as many South Island (especially local Christchurch) members, many of whom I communicated with post the Christchurch earthquake. So I hope as many of us as possible can venture down south come October. What a way to spend the middle of spring!

To wrap up this page, may I pass on 'our' (NZ CLC) congrats to Mary Barra. For those that neither know or have heard of Mary, she is no less the new CEO of General Motors. Read a little bit about her here in this issue.

Well that's again for this month. Please continue to email me with your stories and pictures of the good times you are having during our NZ summer. Let me share with you a good time I had a few days ago: On our 'Area Anniversary Day' (they call it Auckland Anniversary Day but I don't given I do not live in Auckland but I celebrate the holiday anyway!), well between the phone calls what better way to spend a 25c super sunny afternoon than wash the Calais in the shade of our glidisia tree! Then a short cruise up to the Hewletts Road fly-over (Mt. Maunganui) and back again to blow out any excess water. Don't you love washing your Caddy? Until next issue, cruise safely - Ron.



Editor: Ron Melville recipient of (CLC) The Yann Saunders International Activity Award 2013
Contributions: Send to: ron.melville@eves.co.nz
 The Editor reserves the right to accept or reject any contributions. New Deadline is 20th of each month



More 40th Anniversary fun - Part 3

The positive feedback has meant one more part and many many cool photos for you to drool and reminse over - Ed

Hi everyone - with our fabulous fortieth some four months behind us now, but not yet a 'distant memory' (!) we were truly blessed with the many photos that will keep the good times we enjoyed always fresh in our minds and for those of you that missed "the event" - it's even more reason you should try and attend at least our annual NZ Cadillac Nationals & AGM. Fun times always and an opportunity to re-connect with old Caddy club friends and meet new ones and put a face to the regular names we read about.

Thanks to all our fellow Australian members (read - "friends") for the very kind words recorded in your *La Cad* magazine (Australian CLC mag). It was very humbling to read such graceful comments about our event, our country, our organisational skills, value for money and Kiwi hospitality. It sounds as if you enjoyed yourselves as much as we enjoyed having you! - Ed.

Plans are underway now for the 2014 Cadillac Nationals & AGM event. Elsewhere in this issue is a very tempting invitation is being extended to join us at another very unique location and we should all start saving now. It will be 'epic!'- PS - CLC Australia, you're invited too and maybe you should come on over, especially when you read where we are holding it! Ed.



Thanks to our Wanganui/ Manawatu Delegates Bob & Lois Walker for a great selection of more 40th photos. From Top Left - Group line-up at the Mount; Graham and Karel Matassa's fresh '64; Elvis was in attendance somewhere whilst the McCurdy's drove the Eldo. This line from Left - The Diner of all Diners? (Thrupps All-American 50s Diner); Lois with Thrupps Impala rag-top; Next line - 'America ~ Love it or Leave it (!) flag; Thrupps mint T-bird; Lois'fav - '59 Biarritz and 'The Eighties have arrived' - cool line up of some fine club examples!



More pics - Auckland member, John Springer's sharp '53. Even 'yours truly' got a lovely shot taken (thanks Bob!); arguably NZ's best 'pink Caddie'- the Pascoes Elvis replica (I'm sure he would have said "Thank you very much!")

Some of our Aussie friends ventured up into the trees and enjoyed themselves immensely on the Sunday arvo. The weather was perfect too



To the left, another Caddy line up from the ever-photo-genic Tauranga Historic Village

Our Aussie friends would have laughed at the old authentic 'Bank of New South Wales' bank building which seems fitting given a line up of expensive (Bankers?) Caddies outside!

The sun brought out many a rag-top over much of the weekend and Steve Gill's and Carol Southcombes white '60 and Myrie and Bill Wotherspoon's red '65 look happy together



More 40th Anniversary fun - Part 3

Terry & Robyn Griffiths, the CLC Australian 'La Cad' magazine Editors provided a stunning array of photographs for you to enjoy here - Ed



From top left, Geoff Tyler discovers it really is edible! WA & SA tables of smiles. The glorious cake, no left-overs! Drawing the Poker-Run winner, 'Cheers!'



CLCNZ Pres. Murray Scott thanks everyone
The Auctioneer in full swing together with the 'spotter' - hey there's a better bid over here!
Below - Elvis (CLCNZ's Brian Pascoe) and Uncle Sam (CLCNZ's Steve Gill and 40th Event Director) are in the building!



The stunning orange '65 belongs to Auctioneer, Neville Carter.
Rotorua Show n' Shine certainly drew the crowds
Caddie Anne - known on both sides of the Tasman
This is the right pic to end this page - 2014 CLC Australian Nationals Event Director promoting the April event and why YOU should go along!





Recently CLC Australia member, Michael Holding emailed me this great story about a trek from the West Coast to the East Coast. Part One starts this issue. This is a well documented and written story and thanks to Michael for allowing us to re-print it here - Ed.



ACROSS AUSTRALIA – THE HARD WAY (a single trip from Perth to Sydney)

On Wednesday April 4th 2012 CLC member, David Couper, drove his 1906 single cylinder Model K Cadillac, along with about 30 other veteran vehicles, into Martin Place, Sydney, after completing a gruelling 20 days and an incredible 4,100 kilometres. This epic expedition commemorated and re-enacted the first west - east crossing of Australia in a motorised vehicle, 100 years earlier. The magnitude of this achievement is increased by the fact that David was approaching 80 years of age when he undertook this endeavour.

This is the first of a 3 part series that tells the tale of this adventure; from the initial decision to participate, the planning, the setbacks and the triumphs, through to the arrival into Martin Place. It will include some of the day by day diary notes (in italics) of David and his co-driver, Daryl Meek.

The event tended to polarise veteran car enthusiasts in that one group was highly critical of the “irresponsible” treatment of the cars and the damage the punishing crossing would cause. The other group, ignoring this criticism with the claim the experience more than compensates for any premature wear and tear on the vehicles which can be rectified after the event. They argue most of these cars and motorbikes have already been re-built/restored, in some cases several times, in their history and that this adventure will only add to the provenance of each vehicle.

THE DECISION TO PARTICIPATE - David had seen publicity in the Veteran Car Club of Australia (Vic) magazine, Brass Notes, advertising the VCCA (NSW) Across Australia Rally which sparked his interest. The rally was the brainchild of one, Bob Lamond, a veteran of several one cylinder journeys across Australia, with the aim of commemorating and re-enacting Syd Ferguson and Francis Birtles' epic trip from Perth to Sydney in a Brush motor car in 1912. The concept of the adventure fired the imagination of many veteran car enthusiasts with over 60 expressions of interest coming from local and international competitors.

In December, 2010, after a short but serious deliberation and weighing up the pros and cons, David sent off an entry form to Bob Lamond, nominating himself and his wife Trish as entrants joining the rally.

(David) The plan was for me to drive the Caddy and Trish, the support vehicle, my Land Rover TD5 and trailer. We considered having a co-driver, and several names came to mind. Perhaps David Millar, my lifelong friend - but as his wife, Norma, had health issues and with David himself, feeling the strain, we thought it would be unfair to subject him to such an ordeal. The other possibility was my brother Murray, but at 79 years of age I had my doubts whether it was fair to subject the role of co-driver on him either.



Part 2 Next month

Hi everyone. Quite regularly we receive requests for information about Caddy parts; models and repairs. Readers will be aware of a recent enquiry regarding an old La Salle ('Lassie - from the Motueka Museum!'). So I thought it was about time we allocated some space so that your queries or 'help' could be published here. We have all encountered 'issues' with our Caddies and you know, chances are, another member somewhere (could even be in another CLC club) could well benefit from your 'worldly experience!' So if you have a past experience to share, drop me a line and I will print it here. Emails (and solutions) are welcome from all corners of the world! Here's a couple to kick this page off so you can get an idea of what I mean - Ed.

Hi Ron - I have had a bad experience with a near new tyre. Below is the reply which pressure wise may be of interest to those with 59/60 Cadillacs. You may like to print the main points including the source for those who may be interested, Regards - Gavin Antony (Member BOP Region). From: Peter Woodend [mailto:ctyres@wave.co.nz] Sent: Wednesday, 25 December 2013 9:35 a.m. To: Gavin Antony Subject: Re: Warranty claim - REPLY - Hi Gavin, I have chased Diamond Back Classics over the matter of blistering on your tyre, and several separate issues have transpired.

- 1) Running pressure - recommended at 44psi for a Cadillac. The reason a higher pressure is recommended, is that radial tyres bend and flex. If the pressure is too low and the tyre is over-banding and over-flexing delamination of the whitewall can occur... at seriously low pressure (like in the 20's). This is the explanation of blistering in your tyre. You should increase pressure, and regularly check. One of the staff at DBC runs a 1959 Cadillac, so they are aware...
- 2) The blister on the tyre is only cosmetic and is not a 'failure' it is still perfectly safe, just not too attractive. Think of it as a facial blemish that one would get on their face... not a failure, just unattractive.
- 3) In conjunction with DBC, I am to offer you 50% of the sale price (as to Simpsons) = \$195.50 as settlement of your claim. You can also have the tyre back.

Separately, and NOT discussed with DBC, you appear to have a suspension, or wheel alignment problem with your car, whereby the inner edge of the (front) tyre is showing excessive wear. This will most probably also be apparent on the opposite side tyre. And a matter which should be advisory in a WoF.

Regards, Peter Woodend, Classic Tyres (NZ).

You will recall that our friends at the Motueka Museum that own a lovely 1931 La Salle named 'Lassie' wrote recently to enquire of the benefits of upgrading the 6-volt electrical system to 12-volt. I discovered this article courtesy of 'The Filling Station (USA - and a very cool site for all sorts of advice and accessories / memorabilia etc. - worth checking out)'

- click here: <https://www.fillingstation.com/articles/6volt.htm>



The benefits of 12 volt charging systems over the earlier 6 volt systems are well established. It has been over 50 years since 12 volt systems became the automotive industry standard in 1955. So does your vintage car or truck really NEED to be changed to 12 volt? The answer is "Maybe". The main reason for the change to 12 volt was the increase in horsepower and compression ratios that caused hard starting. In Chevrolets, this began in 1953 with the increased compression ratios. When the engine was hot you would sometimes have trouble starting the car as 6 volt systems lacked the cranking power needed for the additional compression.

Engines prior to 1953 should not have this problem as long as a good battery and battery cables are present in the car or truck. Unless you will be driving your vintage car on a daily basis, we do not recommend changing your system to 12 volt if the engine is prior to 1953. Possible exceptions would be if you want to run 12 volt accessories such as a CB radio or special lighting like halogen headlights that are only available in 12 volt. Earlier engines with lower compression ratios do not require the additional boost of a 12 volt system. If you stay with a 6-volt system, you may be interested in our Voltage Inverter to change from 6-volt to 12-volt for radio or CB installation on negative ground systems - use part # CAS-1.

Some of the benefits of changing to a 12 volt system are easier starting, halogen headlights, LED tail lights, and one-wire alternators and more power for accessories like aftermarket radios & amplifiers. If you have decided to make the changeover to a 12 volt system, you must make several decisions. This article will outline items that need to be addressed and you must decide which will work best for your application. The article continues in extensive verse and quotes parts that are available from 'The Filling Station'. I also read a few other blog comments and the opinion seems to be 'don't change unless you really, really have to'. Might be better to check to see whether existing battery cables are frayed/ worn and whether a 'gruntyer' battery needs to be in place. Whilst I own a Caddy some 35 years younger, my 472cu certainly cranks over easier when I had to replace the battery a few years back and I did so with a much heavier duty one. Hope the above helps- Ed.

Battery dilemmas: As many of you know, I own a '68 with a 472cu on board. For the first couple of years of ownership I often had to put my battery on charge if I was planning to take my Caddy out or had the 'jump leads' handy to get going. Then one day I read an article in one of my US car mags I receive *Hemmings Classic Cars* that conveyed 'an old mans tale'. In the "old days" when a car had been sitting a while, one used to turn the headlights on full before turning the key (and cranking the motor). Apparently, the switching on of the lights created a surge of current between the battery and 'system' thereby 'waking up' the battery and assisting the cranking (given that many old cars never had an electric pump to feed fuel up the line and a the motor has to be turned over 4 or 5 times before it springs into life). I for one often use this method and it works for me as does the 'isolation switch' on my battery terminal. For a few dollars at Repco some non-mechanical person like me can even attach this invaluable device to the battery. When you have finished with your Caddy, unscrewing it will disconnect any current between the battery and the car so there should be nothing draining your battery without your knowledge. To check that there is no current flowing, simply open the car door and if the light doesn't come on you know you are ok! - **IF YOU HAVE A STORY OR GOOD IDEA TO SHARE, EMAIL ME THE DETAILS** - Ed.

www.cadillacclubofnz.org



Where's the wreath? Articles submitted by Paul Dixon, CLC Aust.

The crowds at last week's North American Auto Show got one of the first peeks at the new logo for General Motors' Cadillac, which unveiled on the 2015 ATS Coupe the redesign of its iconic symbol. The new logo is "sleeker and more streamlined," according to the company, and widens the crest and drops the wreath symbol that first made its debut in 1902. "Just as our vehicles are longer, lower, and leaner, we wanted to make sure that the Crest represented the same kind of brand evolution as our cars," Cadillac said.

The modified emblem, its latest tweak to the logo design in 14 years, was created in-house by Nathan Korkus within the Cadillac Brand Identity and Badging Studio. The goal is to attract a younger demographic – the old logo is seen as "outdated and obsolete," Ad Age sibling Auto News said.

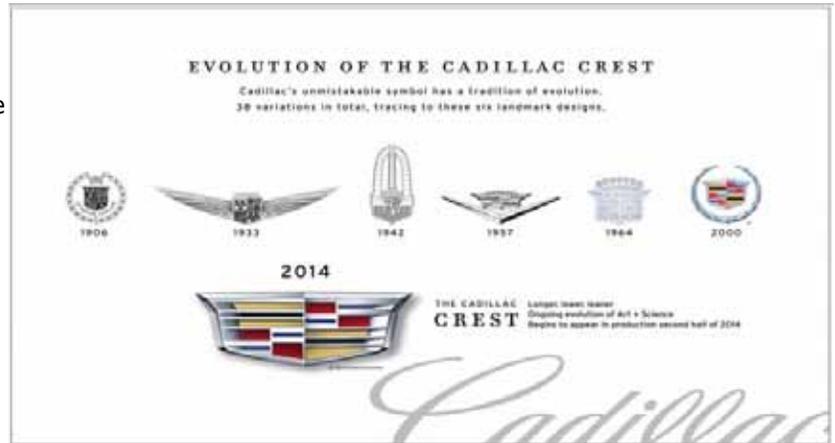
Youth appeal?

Does the new one have more youth appeal? Hunter Tura, president-CEO of Bruce Mau Design, believes it does represent the "more hipper, younger brand" the company seeks to become as it competes with design-driven luxury brands such as Audi and BMW.

Allen Adamson, managing director of Landor's New York office, said the new design follows current trends where simplicity is valued and "less is more." He supports the change from the "old aristocratic" logo to the now "leaner and meaner" one that mirrors its products.

And Todd Simmons, exec creative director of Wolff Olins said, "They've kept the best bits of their unique identity and shed the rest – it'd be foolish not to."

Of course not every logo change works out – just ask Gap, JCPenney and Yahoo among others. So we may not have seen the last of the wreath after all. [End]



Cadillac ATS-V Could Get A 425-HP Twin Turbo V6, Seven-Speed Manual

You kids like the Cadillac ATS? Yeah, I do too. That's why I'm pumped for the V version. GM wouldn't confirm it during the Detroit Auto Show, but it's in the cards, and now we have some possible details about its power and transmission.

If this report in Motor Trend turns out to be true — and take it with a grain of salt — then the ATS-V will have a twin-turbo version of its 3.6-liter V6 pumping out 425 horsepower. That certainly sounds healthy enough to do battle with the 2014 BMW M3 and M4 and their German ilk.

What's more, Motor Trend says the ATS-V will get a seven-speed manual transmission, like the one that's currently on the 2014 Corvette Stingray. That's not the only gearbox though: MT says there will also be an eight-speed auto AND a dual-clutch transmission. Now, that last part makes me scratch my head a bit. GM doesn't have a dual-clutch gearbox at the moment; that's why the new Corvette Z06 has the eight-speed auto. MT says that gearbox won't come along until 2015, but why? GM kept saying the new auto is better than a dual-clutch. Doesn't that seem redundant?



We'll see about that. But the other crazy bit of news is that there is supposedly also an ATS-V+ (yes, plus) in the pipeline with some sort of V8. An eight-cylinder in the small-ish ATS could be a real ass-kicker, so we'll see where they want to go with that.

If any of this holds true, good things are coming. [End]

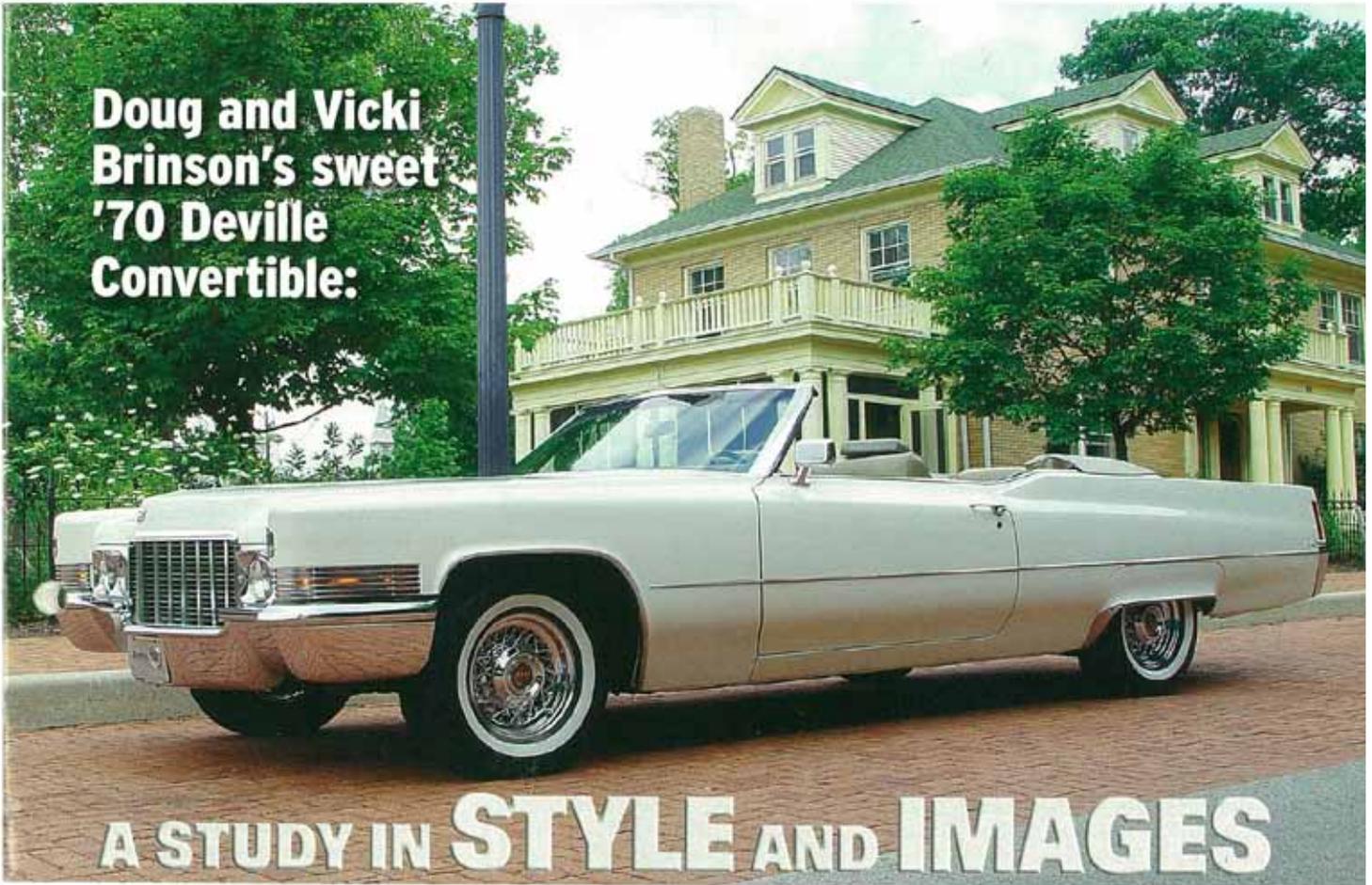
My personal observation is that the nice ATS looks 'familiar' - even in colour hues. Bring



back the colours and the chrome please Mary! Ed.



Doug and Vicki Brinson's sweet '70 Deville Convertible:



A STUDY IN STYLE AND IMAGES

At the '04 Grand National in South Bend, Mike Book of the CLC Office saw one clean 1970 convertible. Turns out it belongs to CLC members Doug and Vicki Brinson of Muncie, Ind. Doug graciously supplied THE SELF-

STARTER with quality photos of his car taken by CLC member Bob Edrington.

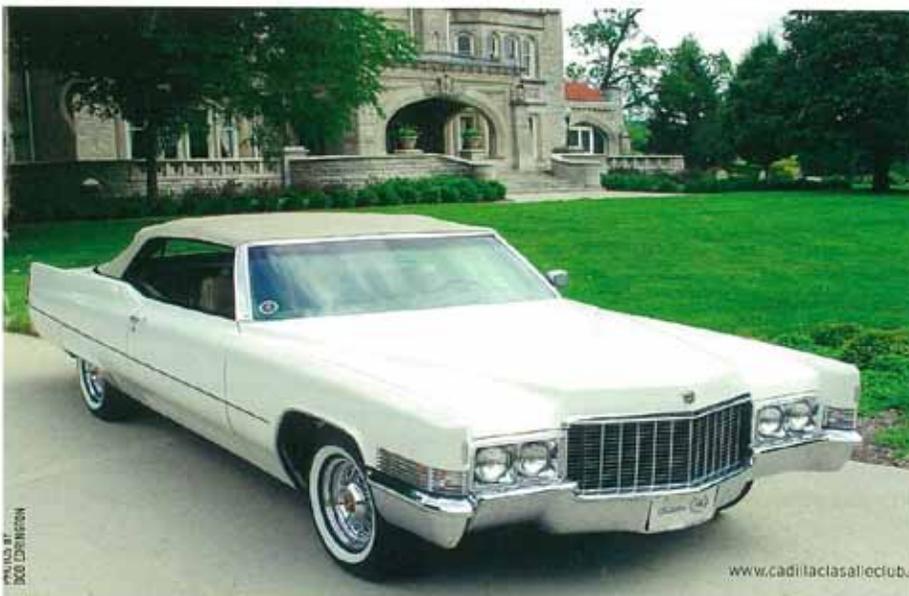
Doug acquired the car eight years ago from a guy who planned on using it to pull his boat (Hmmm, sound familiar? See page 5). Since becoming the third owner

of this 59,000-mile beauty, he has replaced the rear bumper, clock, rear brakes, hood pad and floor mats. While the original wheels and hubcaps have been retained, the car is shown here with '53 Eldorado wire wheels.

1970 was the last year for the Deville convertible and 15,172 units were sold. Overall sales set an all-time record for Cadillac. The engine has 472 CID and rated at 375 HP @ 4,400 RPM. It is fitting that 1970 also saw the last, great hit of The Beatles, "The Long and Winding Road."

On another theme, please take note of the pictures. They are of high resolution with artistically staged backgrounds. When submitting photos, please keep this in mind. Good camera, good film or use the "Super Fine" adjustment if a digital. Be mindful of the background in giving the pictures an artistic flavor. Good, carefully taken images increase the possibility of their use in the magazine. Photo requirements are listed on the CLC Web site. ■

—Steve Stewart



PHOTOS BY BOB EDRINGTON



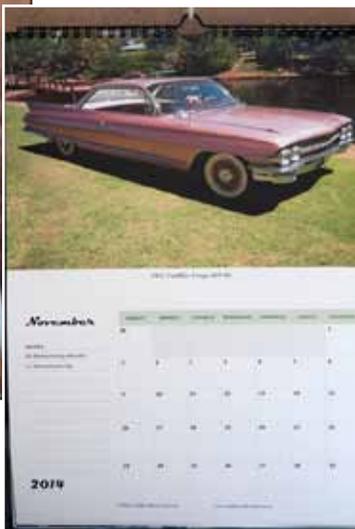
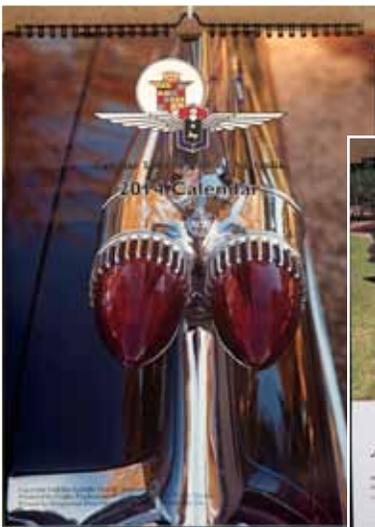
As always, our grateful thanks to 'The Self Starter' for allowing us to re-print yet another fine article together with great pictures.

Out of pure coincidence, I received an email just a few days ago from a lady in Taranaki wishing to sell what appears to be a fine '69 done in 'Gold'. See Miss Lane for details - Ed.

AUSTRALIA - Hi - Just a quick email to advise you that the Cadillac LaSalle Club of Australia 2014 Calendar is ready for sale and shipping. Cost per calendar is \$A20.00 including packaging and postage. If you wish to purchase one of these calendars, contact either Terry or me via email (terry@cadillacqld.com or robyn@cadillacqld.com) with your request/order. The calendar/s will be sent out on receipt of payment. The payment may be made to:

BSB: 484-799 Account#: 270012483, bank is Suncorp, account is TP & RM Griffin. Please ensure that in your email order you quote your bank transfer reference.

If you require alternative payments, please let us know. All profits will go to the WA Nationals, so please support this venture. I have attached a couple of photos to give you an idea of what they look like. If you have any questions, do not hesitate to contact me. Kind regards, Robyn Griffin [Love the cover, I have ordered one! - Ed]



Ghostbusters fans launch campaign to save Ecto 1a from the crusher

- Kurt Ernst of Hemmings.com reported on October 16 about the current precarious state of the 1959 Cadillac Miller-Meteor ambulance that was used in the 2nd Ghostbusters movie and became known as Ecto 1a. A group of Ghostbusters fans has launched an effort to intervene and save the car, which has sat on a Sony back lot, and may soon be sold for scrap value. GBFans.com has started a petition requesting that Sony sell the Ecto 1a to the group for scrap value. If successful, the next step will be to raise money for the ambulance's restoration via a campaign on Kickstarter. I checked the GBFans.com website. It all seems to be legit. Sent in by Paul Dixon, Pres. CLC Victoria, Australia

USA - Good Morning (US) Ron. I currently receive your news letter courtesy of a forward from the North Texas Cad LaSalle club. I enjoy your great news letter. Bob Smits - USA.

PS - I own six Cads from '23 to '58. Attached is a photo of my Garford12. [I replied to Bob and enquired what a 'Garford' was and this is his response: - Ed]

Good afternoon Ron; The Garford company manufactured all of the mechanicals for Studebaker until 1911 when Studebaker purchased EMF. Garford then produced automobiles under their own name for 2 years and were purchased by the Willys Company. Garford trucks were produced up into the 30's. As you may recall Studebaker began as a buggy and wagon company. Garford was located in Elyria Ohio and shipped the chassis to South Bend for completion. Early Studebaker's had a plate on the right side of the frame with the name Studebaker/Garford. My Garford was restored by Bill Harrah (#859) and was sold when his collection was liquidated after his death. Garford's other claim to fame was he invented and patented the padded bicycle seat around 1890. According to Harrah research this is the only remaining Garford. [Thanks Bob, it is indeed a lovely looking car. I am glad you enjoy our little mag from 'way down under!' You have an impressive collection I see - My Cads include: 23 seven passenger touring, original and non restored; 32 Victoria Coupe, original interior, repaint in 1980, 36 K miles; 38 sedan, 90 series; 38 convertible coupe, 90 series (factory installed automatic transmission); 41 sedan, 63 series (my tour car) original; 58 Biarritz conv, original 60K -Have a great day, Bob



The Late, great, Bob Stevens passes away suddenly - I was saddened to learn of the sudden and unexpected passing of Bob Stevens, on New Year's Day. Bob was widely known, and widely loved, in the old-car hobby from his 32 years at the helm of *Cars & Parts* (C & P) magazine (USA), among many titles, and beyond that, his lifetime of knowledgeable automotive enthusiasm. Bob was well known in automotive circles. Bob leaves behind his wife Dahlia, daughters Sandra and Julie, and five grandchildren. Bob featured in a 'Personality Profile' for the June 2012 issue of *Hemmings Classic Car* (HCC). He told HCC how his famous affection for Chevrolet Corvettes started with a Roman Red 1960 model - with a 230hp V-8, Powerglide automatic, power soft top, red interior and matching hardtop - that his father bought new, and which he bought from his dad in 1969 and owned until 1973. Corvettes weren't his only passion, though, as his garage has included everything from a 1934 Chevrolet to pre- and post-war Fords, Mercurys, Metropolitans, Edsels, Studebakers, AMCs and more. And he also enjoyed motorcycles, trucks and boats.

Bob was an editor of C & P for decades and I personally possess a large number of old C & P mags under his editor-ship. To me and many other mag fans, he was C & P. He sure could write a great article. Interestingly enough after Bobs retirement from his editors position at C & P a long term editor never settled into the chair. The magazines' quality, articles and circulation suffered and regrettably it eventually fell victim to the global financial crisis several years ago. Below and to the left are pics of Bob (love that Fairlane - Ed.) and samples of my personal C & P collection - Ed.



To Bob's credit, the cover and contents always provided a wide range of interesting articles and classifieds with for sales; parts and 'Swap Meets'. From time to time there were some great Caddy features in there too! - Ed

The Editor's own personal collection of Car & Parts dating back to 1990. The mag started out decades previously before falling victim to the global financial crisis



AUCKLAND - CHRISTMAS LIGHTS RUN 2013



With Christmas looming only seven cars made it to the meet point in the McDonalds car park, Point Chevalier for this years light run. Attendees included members of both the Cadillac La Salle and American Classic Car Club including the Stokers 'Santa dog' pictured above. Cad members Mark and Margaret Jenkins (franchise holders) had kindly offered a 'free' desert with all meals – not sure who was able to advantage of this kind offer as we were late arriving from another function – see I told you it was a busy time of year.

This year the run was based out 'west' which is way, way out of my area. Luckily with the help of www.lightupchristmas.co.nz, past and present club members (Westies) and Dave Roper (ACCC) we put together a list of the best in the west. Dave was invaluable organizing the run order and was run leader. Some of the houses were just amazing with one homeowner advising that it took him almost a month of weekends to set up and they had a choir coming and sweets for all the kids for the week immediately prior to Christmas. That may be a going slightly overboard although I still remember when Brian used to light up our house adding extra lights every year and that was back in the 90's before all the lighting systems they have today became available.

My favourite was a small subdivision of half a dozen short streets off Titirangi Road with several houses in every street all lit up. Apparently at one stage all new purchasers in this area had to agree to display lights but that has changed in recent years – still impressive though. So my thanks to Dave Roper, Mark & Margaret Jenkins (McDonalds Pt Chev) the attendees including the Stokers Schnauzer and 'Mr.' Google who helped me with the instructions.

Hope everyone had a great Christmas & New Year and we hope we see all / more of you again in 2014. Enid & Brian Service



WANGANUI/ MANAWATU - Bob led a group of Caddies to attend the Vintage Weekend on Wellington Anniversary weekend of the 18/19/20th. Check out the Cocksers 1906 Cadillac Delivery. The Editor got to go for a spin in this vehicle at the Cadillac Nationals that were held in Palmerston North several years ago. Bob's friend "Grizz"



owns a very sharp '67 that would look great alongside our club members cars at events don't you think? Ed.



TARANAKI - Hi Ron, Those coming to Americarna are all welcome to attend a BYO barbecue on the Thursday 27th February at Wayne and Frances McCurdys from 6pm onwards, at Apartment 10 The Reef, 93 St Aubyn Street, New Plymouth. Looking forward to seeing everyone in the Naki - Brian Gillett

THE HIDDEN JEWEL OF TARANAKI - Taranaki New Years Day Cruise to the Scenic Lake Rotokare.

A place of conservation with Rodent proof fences and double gates to enter. Three Cadillac's just fitted between the two gates. A beautiful day, a picnic lunch beside the lake then a one hour (4km) walk around the Lake. Too much chatter to hear all the birds singing!!! Well worth a visit for anyone visiting Taranaki. At Lake Rotokare, you'll understand why there is a local group passionate about looking after this magical place! The lake and extensive wetlands are surrounded by forested hills and totally enclosed within a predator-proof fence. This has allowed wetland birds such as fern birds/mātātā and spotless crakes/pūweto a safe home amongst the raupō, flax/harakeke and purei. In the bush, Kiwi, tūi, bellbirds/korimako, kererū, grey warblers/riroriro, and North Island robins/tououwai are all thriving. Afterwards home to the Souber's, for a well deserved cuppa and a look at Mark's shed and toys. Thanks to Ian, Elsie, Vicki, Pip, Brian, Marie, Mark, Noeleen, Viv and Trev for welcoming the start of a New Year. By Noeleen Souber (Apologies to Noeleen and readers. Many of the bird names you will notice have a horizontal line above the vowel letters that take on a different pronunciation because they are native Maori bird names. I had to locate a font that contained as many of these characters, but alas an 'i' (in 'Tui') is missing. Pics came out a little fuzzy too, not sure why - Ed.)



BAY OF PLENTY - For those of us that listen to "Afternoons" on National Radio (101FM) host, Jim Mora has a segment called 'The Best Song Ever Written' and (generally) someone in NZ undertakes an interview with Jim and at the end of the time, Jim plays the guest's favourite song which in their opinion is 'The Best Song Ever' (back in 2012, Auckland CLC member, Todd Wylie was interviewed). Well on Tuesday the 15th of October 2013 and just prior to our 40th, our Event Director was approached by the programme director to be interviewed. Our very own Steve Gill was graciously interviewed and also gave a good plug for our (then) Anniversary. Click on this link and hear what he said and listen to what in his opinion is 'The Best Song ever Written' (but don't ask Carol, she is bound to know!) - Ed. <http://www.radionz.co.nz/national/programmes/afternoons/20131015>

SOUTH ISLAND - (Sent direct to me - Ed) - Hi Ron, National Radio New Zealand (RNZ) this morning (January 2014) interviewed our Curator on Noelle's morning programme, where the car ('Lassie' - 1929 La Salle) was discussed and some photos were later uploaded to the RNZ Facebook page. Visit this link: <http://www.radionz.co.nz/audio/player/2581863> Cheers, Jen Calder - Motueka Museum (I actually heard the live broadcast whilst in my work car. The programme was about 'NZ Museums and 'Noelle' (the interviewer) spoke about an unusual car the Museum 'care-takes' and then the conversation when on for many minutes

You're invited!
2014 Cadillac Nationals & AGM
South Island
 > Start saving now
 > Or fly direct
 > Take a tiki-tour
 * First time in years!
 * C the scenic south *

Hi Ron and others, It would be a good idea to start promoting South Island AGM now and get as many members as possible to commit. I'm heading down to Rangiora next week in the '57 for the 'Muscle Car Madness' weekend (the South's biggest car event). I will promote the club and the AGM while there; hopefully some of the CHCH members will be there also. I am joining the Petrolhead mega cruise which takes us to Greymouth and up the west coast to Nelson. This would be a great trip for the club after the AGM. Nelson has the WOW museum as well (lots of great cars and Caddies). I've also got a few contacts in CHCH which could be day trips while we are there. Will let you know how the south island trip goes and I will take photos!! Cheers, Ian Bradshaw - VP, CLC NZ



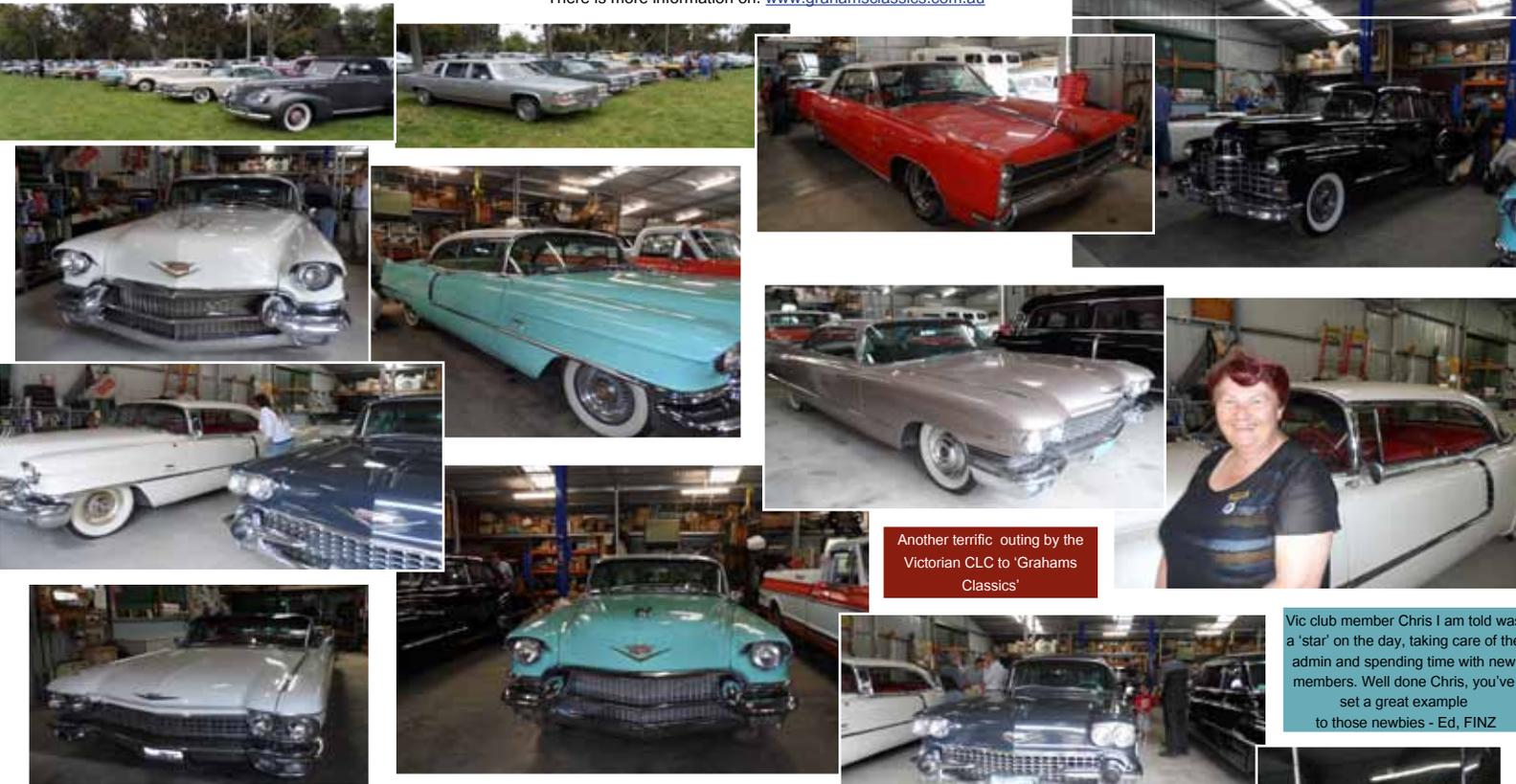
Meantime...What we were thinking for the AGM/Nationals this year, is to get early notice of a programme in our mag so that people can start planning. We have some keen cruisers up this way who would be really keen to give an extended programme over the South a try. The normal timing of our AGM is mid to late October so if the swap meet is around the second weekend onwards it would fit in for us. The weekend format is as per Ron's note with a base hotel/motel usually including their conference facility for us to hold the formal proceedings. Probably prefer a place with meals/breakfast etc. I had in mind that we might be able to organise a week's activities leading up to the meet or after the meet. We would have a couple of free days for people to do their own exploring and then maybe a final dinner on the night before departures. For the swap meet I'm picking we would need display space for around 10 cars as a minimum, could be out the back if space was a premium as the main thing would be to have the club cars together. We would assist planning by getting indicative numbers early on in the piece to see what we might be in for. Having said that I'm a starter now! It's on my bucket list to get the '56 into the South Island and have lunch at the Coalgate Tavern! (Long story!) Could I get you liaise with the VCC over booking space for the swap meet. Lets make it a definite that the Cadillac club will there as part of their 41st Nationals celebrations. I'll get some feedback from fellow members on the timing preferences for the extended touring programme (before or after Swap meet weekend). Cheers - Murray Scott - President, CLC NZ (email to Rob McCann, South Island Region Delegate). **Hey everyone - systems are go for getting our South Is. 41st AGM & Cadillac Nats underway. So whether you are from Northland or North Queensland YOU are invited to come on down for a rare location event to be held during SI's largest Swap Meet (see ad above right). Fly into Christchurch if you must or drive that Caddy, drive - Ed!**

Email your story and photos to me at: ron.melville@eves.co.nz

AUSTRALIA - The ever-proactive and organiser - extraordinaire, Victoria Pres., Paul Dixon sent me lots of cool pics of a recent outing. Look at these and drool! Thanks Paul, keep é m comin- Ed.

Here are some notes from Pauls email: The 53 Derham is an Imperial Limousine, body style 7533. The modifications by Derham were the vinyl roof, deleted rear windows and small oval rear window as well as the re-trimmed rear seat in blue and deleted middle row seats. The car has had an exterior restoration. The interior is original except for re-trimmed front seat. It is a one family owner car (two owners in the family). The car came from Massachusetts where it lived its whole life. It was kept inside during the snowy months so it has survived with next to no rust.

There is more information on: www.grahamsclassics.com.au



Another terrific outing by the Victorian CLC to 'Grahams Classics'

Vic club member Chris I am told was a 'star' on the day, taking care of the admin and spending time with new members. Well done Chris, you've set a great example to those newbies - Ed, FINZ



11 finz



AUCKLAND - GALAXY OF CARS - February 2nd – Change from usual date. Usually late Feb – with the change of location no-one thought to put G of C in the council diary as a semi-permanent annual event. **February 2nd** is Sunday week - Annual Galaxy of Cars and Swap Meet at the Western Springs Speedway.

I have booked a space for the Cadillac LaSalle Club – each car attending must display a windscreen card with our site number on it. I have EIGHT Galaxy of Cars windscreen cards available. Please advise if you wish to go and I will post them out or distribute at a meet point on the day. Our access point is through the main gate to Western Springs on the Great North Rd next to Motat on the city side.

Meet Point: Mc Donalds Carpark 1159-1161 Great North Road, Pt Chevalier

On your right as you head towards Pt Chevalier heading north.

Meet time: 9.00am for 9.15am depart – need to be on site by 9.30am. Open to Public at 10.00am.

Driver FREE – Passengers \$12 each – proceeds to Childhood Stroke Association

RSVP helpful – let me know if you are post (by Mon27th at latest) or pick up at meet point. servicebe@wjl.co.nz

Please note that there are rules in place by the organisers and the Speedway, and these are detailed in the attached letter.

The long range weather forecast is looking good at this stage, and should be fine, but who knows with Auckland weather. Let me know if you have a GAZEBO (or maybe able to share with ACCC) bring a chair and some lunch, and kick back with other club members for a relaxing Sunday in the sun. Cheers Enid & Ed 09 265 1228 / 5791114

USA - Special News item - CHANGING OF THE GUARD AT GM

In December, 2013 the first ever woman was appointed CEO of General Motors USA - the following is a GM media release, edited in places. **The CLCNZ congratulates Mary on her appointment and we look forward to what inspiration you can influence on our beloved Cadillacs! Ed.**

DETROIT — Her father was a die maker for 39 years, one of the legions of employees who performed the gritty tasks that made General Motors the nation's largest and most powerful auto company. Ever since she was a child, Mary T. Barra aspired to join the family business and make her mark in the rugged, automobile industry. At 18, she did just that, entering a G.M. technical school to become an engineer.

On Tuesday, Ms. Barra, 51, completed a remarkable personal odyssey when she was named as the next chief executive of G.M. — and the first woman to ascend to the top job at a major auto company.

While she is the consummate insider who has spent 33 years with G.M., Ms. Barra is now charged with driving change at the automaker, which, just four years ago, went bankrupt and needed a \$49.5 billion government bailout to survive.

The selection of Ms. Barra (pronounced BARR-ra) is a milestone in an industry long dominated by men, and a signal that the stodgy corporate culture at G.M. has changed forever.

"This is truly the next chapter in G.M.'s recovery and turnaround history," Ms. Barra told employees at a town-hall style meeting Tuesday at company headquarters in Detroit. "And I'm proud to be a part of it."

Ms. Barra brings extensive experience to her new position. She has been a rank-and-file engineer, a plant manager, the head of corporate human resources and, since 2011, the senior executive overseeing all of G.M.'s global product development.

And she has, in the parlance of the Motor City, gasoline running through her veins. She and her husband, Tony, a management consultant whom she met at G.M.'s technical school, have owned several Chevrolet Camaros. And Ms. Barra can often be found on the company's test track putting vehicles through their paces at high speeds.

"Mary was picked for her talent, not her gender," Mr. Akerson (retiring CEO) said in a conference call with reporters.

But on a personal note, he said, promoting Ms. Barra to become chief executive was an emotional moment for him. "It was almost like watching your daughter graduate from college," he said.

He said that Ms. Barra "brought order to chaos" in G.M.'s vast product development organization, mostly by flattening its bureaucracy and cutting overlapping layers of executives. She was also in charge of reducing the number of expensive, global vehicle platforms, and bringing new models to market faster and at lower cost.

During her tenure, G.M. has introduced competitive small cars like the Chevrolet Sonic and redesigned versions of its big-selling pickup trucks. Ms. Barra has also been a champion of more fuel-efficient engines and lighter-weight vehicles.

G.M.'s announcement that Ms. Barra will take over as its chief executive in January came one day after the Treasury Department sold the last of the G.M. stock it took in exchange for the company's government bailout.

Now G.M. can continue its comeback without the lingering, negative nickname of "Government Motors" — and under the leadership of a woman who has shattered the glass ceiling in the car business.

Ms. Barra was not available for comment. One of the first women to serve as a G.M. vice president, Marina Whitman, said her selection was overdue in a company that rarely breached its tenets of conformity. "One of my greatest frustrations at G.M. was we were never able to persuade top management that the world was changing rapidly and they needed to change to keep up with it," said Ms. Whitman, a University of Michigan business professor who worked at G.M. from 1979 to 1992.

But because Ms. Barra has had such a stellar career at G.M., she now has an opportunity to accelerate its post-bankruptcy transformation.

Ms. Barra is hardly a flamboyant figure at the company. She is known inside G.M. as a consensus builder who calls her staff together on a moment's notice to brainstorm on pressing issues.

An early riser who is often in her office by 6 a.m., she has a soft-spoken manner that belies her intensity on the job.

And while she has a low-key personality, Ms. Barra, the mother of two teenage children, is keenly competitive when it comes to beating rival automakers.

"We're not developing models to participate in a segment," she told members of her team at a recent meeting. "We're developing models to win in a segment."

Mr. Akerson lauded Ms. Barra for her management and product skills, but also said she had "an ability with people" that is critical to G.M.'s team-first approach.



GALAXY OF CARS

& Swap Meet 2014

*** Sunday 2nd February ***

WESTERN SPRINGS SPEEDWAY STADIUM

Dear Club, Car and Vintage Motor Bike Enthusiasts,

We have had a difficult time with advice that our booked date for the next Galaxy of Cars (23rd February) had to be cancelled due to changes to the Speedway meeting schedule, rugby games and new Concert dates being booked at Western Springs Stadium. Basically the Auckland City Council now has some control on events at the Stadium and we have been put down the list which has been very frustrating.

Options were to cancel the event which we have never had to do or accept the only date available being the 2nd of February 2014. We have accepted this date and hope you are still able to support our event in the usual way. We apologise for this late advice but it has taken many meetings and phone calls to get this sorted.

We are planning a bigger and better event and hope to get some Vintage Motor Bikes, a special area in the public parking area for special race show cars to be viewed, more entertainment for children and a bigger Swap Meet.

The Swap Meet has grown over the last few years and we are keen to progress this further. Our new site has an ideal area for this and has room for expansion. We do our best to promote this as an Automotive Swap Meet so please help support this by telling your friends, bring along some parts to sell either as an individual or as a club.

Western Springs Speedway has their own rules and regulations which our Lions Club has had to sign and agree to. It is important that we all understand and respect these. To follow are some of these requirements along with further information.

1. Swap Meet sellers to arrive at 7am, gates open for buyer at 7.30am
2. Show Cars to arrive from 8am and must be on site no later than 9.30am. Show starts at 10am.
3. Importing - Once Show Cars have been parked for display they must stay on site until 3pm. This is a Western Springs Speedway requirement to avoid car movement where adults and children are walking. If this is not suitable then unfortunately you will not be able to display within Western Springs. Please advise all.
4. Food and Catering is looked after by the Western Springs Speedway Caterers which has no connection to the New Lynn Lions. This is a requirement of their conditions.
5. No dogs or Alcohol on site. No Glass of any sort in the grassed track area.
6. Prize giving will be at 2pm. Best Presented Car and Bike, Best Presented Club, Classic Driver Presentation.
7. Gates Tickets, Adults \$12, Children (5 to 15 years) \$5, Swap Meet sellers \$15

The New Lynn Lions at the time of writing have not confirmed the charity to benefit this event however this will be advised in the next update letter.

Please complete the attached registration Form and return if possible by mid December so we can confirm your site booking. It is planned to send out site numbers to each club or individual by mid January along with a plan regarding your gate entrance. Site number needs to be displayed on the windscreen for Marshall identification.

Thankyou for your support, any queries please feel free to email as per below.

Noel Mountjoy
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From 'Grass to Class!'



I purchased our 1958 Cadillac De Ville in April 2012 at Mt Tamborine in Queensland. The car had been imported from Los Angeles California around 9 months earlier. During the refurbishment I pulled many 1 to 2 metre long pieces of dead grass from the chassis and noticed green moss growing under chrome strips, indicating the car had sat for a very long period.

The Caddy was barely going. Although it had a 365 cu V8 it was only running on six cylinders, due to faulty plugs and carburetor. The car had deteriorated to the point where there was no carpet left on the floor except under the seats, which were rotted, ripped and smelt damp with that rodent lived in smell. The driver's window had been shot out and the Caddy was missing a lot of its chrome strips and most of its badges.

The body basically was in good condition and had very little rust in the body which was probably due to the fact it spent a lot of its time in California. The car had a small amount of rust in the corners of two doors. The De Ville had more hits than Elvis Presley around its body, with damage to the LHS sill and dents all along the sides of the car and roof, and the paint was so thick it was like cake icing which I reckon helped preserve the body.

I straightened the body and removed the rust at home and the colour was put on in a friend's 6 metre long spray booth at Slacks Creek QLD. The floor pan was very clean with no rust and the interior was completely stripped and painted by me to match factory colours. The carpet, seats, door panels and kick panels were made up to as close as factory colours as possible and the boot was carpeted by an upholsterer in Summer Park Queensland. The only original part of the interior is the hood lining.

The car was missing chrome strips, badges and some interior bits and pieces so they had to be sourced in the States and sent over to Brisbane. The chrome that was left on the bumpers, tail lights, headlight surrounds, grille surrounds, and other chrome strips was very rusty and pitted. Consequently most of the chrome was restored at a chrome platter on the Gold Coast.

The stainless steel strips around the car were straightened and polished and reassembled back on to the car after it was painted as was the grille which had been bent due to a small hit in the front. New whitewall tyres were sourced and replacement hubcaps from the States were purchased to set the car off.

A Melbourne firm made a new dash for the caddy and I used three different chrome platters around Brisbane to find a suitable platter to undertake the restoration of the chrome work on the car. Specialist work such as the dash surround was chromed by another business in Narangba Queensland. Most of the new rubbers were sourced from the States and replaced on to the car.

I handled all the mechanical and body work myself. Repairs were carried out on the front suspension with springs and shocks and some major components of the front end were replaced. The brakes were overhauled after an incident loading the car on to a trailer to move it. A friend of mine was directing me up on to a car trailer and as the car was running rough it barely made it up the ramps, and after I put the pedal to the metal it lurched up the trailer at my friend who was directing me. I panicked; hit the brakes and the brake pedal went straight to the floor. I casually mentioned to my friend NO BRAKES, and my friend did a big cart wheel off the trailer as I ran the car over the edge of the trailer to stop it from smashing into the back of his truck. Luckily there was no damage to the Caddy as it came to a rest on its chassis but the trailer was damaged and my friend got away with a fright and a few scrapes and scratches.

Due to a blown head gasket after a short trip I removed the heads and had them serviced. The bore was in excellent condition as was the rest of the engine. Now the motor just purrs over. I have replaced the generator with an alternator and also replaced the carburetor and have converted the distributor to an electronic unit for reliability and serviced the engine.

The tail light lenses are off a 1959 Cadillac as I thought they better suited the rear end and complimented the bumpers and chrome on the wings. The car has matching engine / body numbers and showed around 114,000 miles on the speedo when purchased. I believe this mileage to be pretty accurate due to signs of low wear and tear around the car.

All up it took me over 800 hours to complete the refurbishment of the Caddy, working weekends and during the week for close to 7 months. Julie & I drive this Cadillac most weekends to shows and cruises. It is super reliable and is a real head-turner on Sunday drives.

Written by Chris. Edited by Julie. White. Story submitted by Caddie Anne!



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FOR SALE





57 Eldorado Biarritz conv. Frame up restoration back to orig. cond. Dual 4 barrel carbs with orig. air cleaner. If anyone in club is interested have them get in touch with me. I'm 80 years old and getting rid of some of my cars. **US\$125,000.** James Clack, Georgia, USA EMAIL: jclack@tds.net



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Each month I receive mail copies of the CLC e-newsletters from around the world:

> Potomac Region (Washington); CLC Canada; Valley Forge Region, USA; North Texas Region, USA; 63/64 Chapter, USA

> Rocky Mountain Region Chapter, USA; Cadillac friends of Norway; The Cadillac LaSalle Club France; Magazine of the CLC Netherland; Motor City Region, Detroit, USA - If you would like a copy, please email me: ron.melville@eves.co.nz - Ed

Hi Ron, I don't know if you saw the auction on Trademe but the 1959 pink Cadillac sold for \$29,800. So that was a good result. We are still trying to find / track paperwork for the '62 hearse and the '70 convertible but so far have had no success. They will need to be sold soon regardless. So probably in a week or two they will be on TradeMe. Regards, Scott Newman. Phone or text 027-270-3779. Is shift worker. You will need to arrange time to view. What a find! Ed.



Ron - an advert for next Finz please. For Sale complete set of front brakes with master cylinder etc for 1959 Cadillac. May fit other years as well I guess. Contact Gavin Antony 027 297 0618. Secretary/Manager Whangamata Club Inc. Ph: 07- 865 8705. Mob: 027 297 0618. Fx: 07- 865 6290 manager@whangamataclub.co.nz www.whangamataclub.co.nz



Hi Ron, here's an idea from an old patch I had. The red colour is a lot brighter and has a white cotton trim. It is embroidered and would cost \$10.50 plus GST; woven ones can be done overseas for less. If you or anyone in the club want to "make some money off this idea", feel free. I got them done by Display Associates here in Wanganui (I paid for the set up cost etc). The company can be viewed on www.displayassociates.co.nz or phone 06 349 0495 Cheers - Bob Walker, Wanganui/ Manawatu Regional Delegate

WOW - now here's a nice looking Caddy that has enough spare parts to go towards a second! 1969 CADILLAC COUPE DE VILLE. Shalimar Gold, 2 Door Coupe, White vinyl roof . 472 cu. 39,473 miles. Known History - 2 New Zealand owners and 1 Canadian owner. Power steering, original condition, left hand drive. Rego Expiry 26/5/2014. WOF Expiry 7/5/2014. Imported from Canada with left hand drive and restored in NZ. Factory original condition (no modifications have been made to it), complete with electric options, pillar less front door and pinched rear window. The car has been used occasionally on weekends and weddings. Housed in a shed, drives beautifully, regularly serviced and engine is in excellent condition. Chassis, body and paint are in excellent condition. Interior seats are tidy and it has it's original carpet and car radio. Included with the vehicle are spare body and mechanical parts, new WOF, 6 month registration, original owner's manual and fully documented service history. I have had real pleasure being its caretaker over the last eleven years and it's now time for the vehicle to be enjoyed by another Cadillac enthusiast. Price: \$35,000 (negotiable) Spare parts include: RHS and one LHS door; Boot lid; Front Grills (x2); Front Fender; Various body molding trims; Rear and side windows; Complete set of front and rear side LHS and RHS bumpers; Automatic transmission; Drive shaft; Cylinder heads (x2); Front brake rotors (x2); Intake manifold; Cadillac emblems. Happy to send photos of any parts if necessary. The seller will transport these spare parts anywhere within the Waikato or Auckland areas. For enquiries please feel free to contact Clara or Ian anytime: Ph 027 647 0403 or email cadillac1969deville@outlook.com



Hi Ron, Happy New Year!! Absolutely love the new artwork; WOW looks so slick, well done FINZ team. Best Regards - Mark Bean Photography, markbeanphotography.com

Ron, great newsletter again. Don Mayton (Futurliner Club) USA

FOR SALE From: jackie & Darryl [<mailto:d.dowman@xtra.co.nz>] Red Eldorado for sale, \$25k [Jan14]

FOR SALE - '59 Coupe DeVille. First regd in NZ in 1960s. Amazing interior, vg exterior. Owner has passed on to me to say 'engine a bit fumey but runs and gets WOF every six months'. Stored in Papamoa. Phone Barryt Connolly 021-914 139

FOR SALE - I received this via 'snail-mail'. Oct 8, 2012 - New Zealand Cadillac Club. I have a very rare Cadillac I would like to sell. It's a 1957 Eldorado Biarritz conv. It had a frame up restoration back to orig. cond. Has dual 4 barrel carbs with orig. air cleaner. If anyone in club is interested have them get in touch with me. I'm 80 years old and getting rid of some of my cars. **US\$125,000**. James Clack, 345 Horse Pt. Blue Ridge, GA 30513 - Phone 706-455-7427

FOR SALE - '81 Seville Hi Ron. My name is Matt Patten, I have been talking to Ed (0276636012) about selling my caddy. I have owned my Caddy for about two years, been to two Beach Hops, two Kumeu Hot Rod Shows and the Galaxy of Cars (where my caddy was photographed and published in Petrol Head mag - page 3). I'm sorry to say that I am just not using it enough. The details of the car are- 1981 Cadillac Seville Blue /Black 79,000mls 6.4v8 Rego expires next Feb (2013). Has been in NZ for over 20 yrs on black plates. Right-hand drive. asking **\$6500ono**. Matt 027-2700170

FOR SALE - Cadillac El Dorado 1970 2 door Coupe. Excellent condition. Asking price is **\$25,000** firm and a very reluctant sale. James - 021 02535460 Kay - 021 0547314 Or email at kaylenegallagher@hotmail.com

FOR SALE Both my black 1958 Cadillac Eldorado's for sale. No1: 1958 Cadillac Eldorado Biarritz original black car #2 condition lovely driver car - \$110,000 AUD All options but is not air conditioned. Black & white interior. No2: 1958 Cadillac Eldorado Seville original black / white vinyl top car #3 condition car - \$40,000 AUD Fully optioned car and was original on air ride. Black cloth and silver leather trim. If you know anyone who might be interested can you please pass on my details? Jeff Randell - Perth Australia E-mail: jeffvintage@hotmail.com Home: + 61 892998081 Mobile: +61417072280



You can advertise or comment here for free! Just email Ron



Please email details of your
planned event to: ron.melville@eves.co.nz

Life is short
do what
you love

what's on the fridge?

Check out the events
[Kiwi F & P 2014 fridge/freezer!]

February 2014

2nd - Galaxy of Cars Auckland

27th - CLCNZ AmeriCARna BBQ hosted by Taranaki Region members

April

9th - 14th

The 2014 Cadillac LaSalle Australian Nationals' (held in WA, Aust) Hey you Kiwis start saving to fly there and attend.

October

NZ Club Cadillac Nationals & AGM - McLeans Island, Christchurch, South Island



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Seems appropriate that Tom Wotherspoon's lovely Eldo is depicted as 'ART!'

TRAILBLAZER