

A “*Prime example*”

Former NZ Prime Minister’s own Caddy

April 2014



Hi and welcome to the April issue of FINZ.

Come the 17th, it will be the 50th Anniversary of the iconic Mustang. Love 'em or not, turn back the clock to 1901/02 - if it weren't for the bankers stepping in and taking over the financially troubled Henry Ford, maybe the opportunity afforded to another 'Henry' (Leland) may have been missed - who knows? Our beloved Cadillac marque followed of course and here we are today. Cadillac is still alive and kicking and so is Ford.

As a young primary School kid, one of my favourite *Matchbox* cars was a white '65 Mustang with (then) innovative steering. It had a red interior. I was allowed to take it to School one day and all the boys loved its American style. As you know I admire all American brands and I salute one of the motoring worlds all-time greats. Thanks Lee Iococca for making it happen! (pic is of a few of my beloved Mustang books in my automobilia library plus BOP member, Ray Guild's so-classic Shelby featuring in the 'Tail Lights' this month - Ed)

By time some of you read this, BOP Regional Delegate, Steve Gill and myself will be in Oz to attend their 2014 Nats in Perth. We plan to spend a few days in Melbourne first taking in a few organised collector car sheds and meeting up with the other International visitors and hospitable Victorian CLC members before all flying to Perth. With any luck I will be back with a few stories and the odd pic to share with you over the winter months

The next big event on my calendar is the 2014 CLCNZ Cadillac Nationals/ AGM in the South Island this spring (October). I hope as many of you can drive or fly down and attend. Speaking for myself, it will be a real adventure to take my Caddy to the "Main Land" and cruise those l-o-n-g straight roads we read about. At the AGM we also need to vote in a new President and Treasurer. Life member and current Pres, Murray Scott is exiting the 'drivers seat' this year after more than two decades behind the wheel. How about thinking on who could fill his shoes. Any financial member can be nominated. Have you someone in mind? If so, contact them now, get them to sign 'your' nomination form and email me their details so I can muster some support for the AGM.

Love the cover this month? Sensational NZ summer-time photograph against 100% pure NZ native bush is one heck of a Cadillac. Our Wanganui/ Manawatu Regional Delegate, Bob Walker has submitted a terrific story about a lovely 1934 originally owned by one of NZ's most famous Prime Ministers - read about it on page 3 on. The Regions here and around the world have been busy with more great articles, our La Salle series continues as does CLC Australia's Michael Holding's adventure across the great continent. Caddie Anne takes a bus this month and next issue we will cover the NZ Beach Hop. I saw Anne there in Waihi today furiously taking pics so I am sure she will submit another great story. In the meantime check out these couple of shots! Until next issue, cruise safely whilst I am away - Ron.

2finz

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 The Editor reserves the right to accept or reject any contributions. New Deadline is 20th of each month

www.cadillacclubofnz.org



A “PRIME” EXAMPLE...



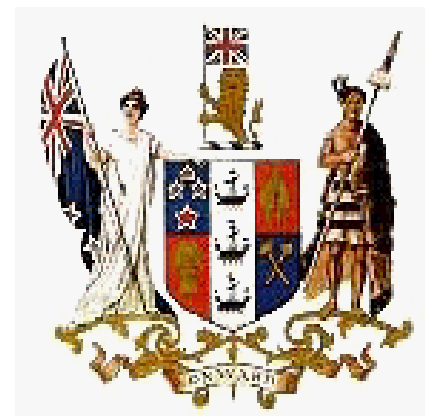
History on four wheels is what this very special Cadillac is about. The original owner was given the title of ‘New Zealander of the Century’ by *The New Zealand Herald* in 1999. Who is this man? He is Michael Joseph Savage, the first Labour (Party) Prime Minister of NZ and commonly known as the “architect of the NZ Welfare State”. He is constantly regarded as one of NZ’s greatest and most revered Prime Ministers. And his car of choice? A 1934 Cadillac 355D Series 10, V8 Town Sedan you see here, that’s right this is actually it!



Michael Joseph Savage

This fabulous find is a 1934 Cadillac 355D Series 20, V8 Town Sedan, now owned by Ed Boyd a well known vehicle collector and local identity. This vehicle was one of three special cars that was produced in 1934 with a right hand steering column, it had a double spare wheel well in each front mudguard (no doubt for the rough New Zealand Roads of the time). Local Panel Beater Ian Chamberlain has restored these wheel covers to the original design. It is believed that these three cars were sent to Australia and New Zealand and only two have survived to the present time, one in Australia and one in New Zealand. Some Labour supporters doubt that Michael Joseph Savage would have had a V8 vehicle but it was his "Government drive car" not his "family car". Savage was single and never married nor had children, I guess driving from Wellington to Auckland in a 1936 Austin 10 would have been a bit difficult in those days. Ed's car is a 1934 Cadillac 355D, Series 20, V8 Town Sedan. 120bhp, 353 cu. In L-Head V-8 engine with mechanical carburettor, three speed manual transmission, new independent front suspension with coil springs and rear suspension with three-quarter floating rear axle, and four mechanical brakes with vacuum assist. Wheelbase: 128 in. The chassis featured a new "X design" that helped to add strength and allow the car to have a lower overall Height. Also, the torque tube driveshaft was replaced by a Hotchkiss drive. Fuel consumption is 10.5mpg at 60mph with a top speed of 85mph. [Readers will notice the 'black number plates with silver lettering'. These were new around 1962/63 to cater for a growing car-population in NZ with the letters being reflective at night (well at least for many years until they dulled). The 'alpha' sequence shown here 'AZ' was part of the very first set produced. My Dad had the same 'alpha set', 'AZ' on his primrose yellow 1960 Vauxhall Victor - Ed]

Thanks to Wanganui/ Manawatu Regional Delegate Bob Walker for providing such a great article about a unique quality Caddy that is drenched in New Zealand history. Possibly one of the most fascinating NZ stories that has ever been submitted to FINZ on my watch. Bob, your photos are of excellent quality and clarity too. I look forward to your next 'find!' - Ed.



NZ Coat of arms - 1934 circa





A classic from any angle. Thanks again to Bob Walker for this splendid photo essay

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.

1) I love my red '64 convertible and when I first got it, I couldn't wait to polish it up and titivate all the little bits, knobs - you know all of those things that you see that maybe 'Joe Public' may not! One of those things was the faux wood-grain. I found that if you rub in a little of *Pledge Orange-oil* (in the spray bottle, we bought ours at the local supermarket) it works fine and even though it's a convertible and subject to the weather elements, its shine is still there - amazing. This is an economical way to rejuvenate a nice feature.

2) One of the things I guess we (all?) love about our Caddies is the chrome! Actually, it's the chrome that makes *American cars* such a drawcard. I've always wondered why the chrome on the big trucks simply sparkles in the sun so I found out what those truckers use. It's stainless/ chrome polish by the name of *Zephyr Pro40* and we got ours from a truck place. Our chrome has never sparkled so brilliantly.

Sent to Ron by Sonja and Blair Mead, Mt. Maunganui

Handling: When I first bought my Calais from the States, I arranged to have four new white wall radials fitted - what I *really should have done* is replaced the 'spare' as well!

But the best thing I have done is have my front steering elbow rubbers and fittings renewed. Wow, it felt as if I were driving a new car. Sometimes it's the little things that can make a great difference to your Caddy.

Parts: Looking for a good parts supplier? Check out www.cadillactim.com 'Tim' is a good church man and heralds from South Carolina, USA. I have on a number of occasions sought help from Tim. In the past he has (supplied several items like a recond. oil pump and a new drive-chain) as well as a refurbished (like new) 'turn signal switch' for my '68 Calais and when another fellow member needed one for his '68 DeVille, I contacted Tim again and we despatched the old one in exchange for a fully refurbished one. You see Tim refurbishes many Caddy parts and 'puts them on the shelf' and when someone wants a "new" part, he takes the old one in exchange for the reconditioned part - pure recycling! Delivery - wow, not too expensive via US air mail and received in 7 days. Tim specialises in 1960s Caddies. Worth checking out his website - Ed.

After a run: I lift the bonnet (hood) and un-screw my battery isolator knob. I do not close the garage door completely but leave an approx. 6 inch gap showing and open the back door. Leaving the bonnet open, the purpose is to let all the heat escape from the engine and the 'draft' via both doors blows away fumes and gases. It cools your Caddy down quicker too - Ed.

I am a subscriber to www.cadillaccountry.com a regular e-newsletter about all things Cadillac. Have a drool over this oh-so-nice '55, love the colour - Ed.



AMERICARNA

BAY of PLENTY - Americarna 2014

After a 2 year absence the New Plymouth Americarna team held another FANTASTIC event. Just getting to New Plymouth from Tauranga must be one of the great rides in the North Island, with lots of long straights and with some fantastic scenery with lots of sunshine. It would be hard to top.

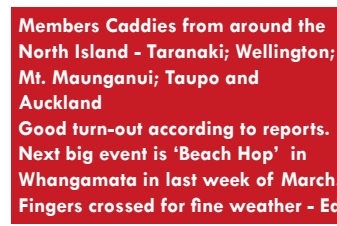
The first run on the Wednesday was out to Whangamomona, (The Forgotten Highway) approx 50 miles of tight corners and steep hills but it was well worth it when the locals put on some interesting displays, from a TANK driving down the main street firing its gun to pie eating and sheep shearing displays.

On Thursday the day starts with over 100 cars splitting up into small groups and going to retirement villages and taking some of the residents for a quick ride and then morning tea, some really interesting older folk with great stories. At 12 noon about 380 cars travel out to Waitara where the local school pupils welcome the cars with a Haka as we parked in the main street. At 2.30 after lunch it is off to Inglewood again to block the main street for more entertainment and local displays and then back to New Plymouth

Friday is a big day as we are off to Stratford and then onto Hawera. At both places we are parked in the main street and the place comes alive with more local entertainment and displays. Before we leave Hawera it is off to the local sports hub car park where the Americarna team has set up a very tight gymkhana course with lots of different makes of cars racing around the track. The shorter wheel base cars did really well but the only Cadillac that took part put on a great display! When we got back to New Plymouth the Main Street had been turn in to a one system for the cars to cruise 2 a breast the full length for a free show for the bystanders

Saturday dawn fine but cold and this morning 667 cars where parked in the main street of downtown New Plymouth from 9 to 3 with a estimated 40000 people arriving to look at the cars, The day ended with a dinner, prize giving and a rock n Roll dance. A huge thank you to JR and the Americarna Team for a well run and friendly event.

We will be back again next time, Blair & Sonja Mead - Mount Maunganui



Members Caddies from around the North Island - Taranaki; Wellington; Mt. Maunganui; Taupo and Auckland
Good turn-out according to reports.
Next big event is 'Beach Hop' in Whangamata in last week of March.
Fingers crossed for fine weather - Ed

In no particular order, here is a photo-commentary: The food stall at Whanga – the locals had a really good system going offering a variety of things on their barbeques. Local sheep shearing vs pie eating/beer drinking competition. One person had to eat the pie, then the other drink the beer quicker than the shearer could shear the sheep.

One lot of pie eaters/beer drinkers team finally beat the shearer shearing the sheep!

Wood chopping display at Whanga. Food vendor at Inglewood offering American Hot Dogs, note American flag apron.

A couple Rock'n'Rolling in the streets in Inglewood

Lady in a dress made from an American flag. A view down the main street in New Plymouth on the Saturday – thousands of people turned up to see the cars. One of the stall holders in the main street of New Plymouth selling mostly American stuff.

AUSTRALIA - Hello Ron. Thank you for the email and magazine. I had just completed reading the past copies of your magazine and was about to write to you. First and foremost, congratulations for the production of a great, full colour magazine and for your receipt of the Golden Quill and Yann Saunders Awards. Rightly so. I am flattered, "tickled pink" and immensely proud that you included my story in your magazine and the car on the front and back covers. Your lay-out of Mark's photos looked great and I liked your choice of words as in "Georgian Silver Seville. An editor at work! I will enjoy reading this edition as well. Best regards, George Akele, CLC Australia

Hi Ron. Pictures attached (We went to a truck show at Lancefield the other week, with the Chrysler Club). Narration? "Most people know that the Peterbilt is known as the Rolls Royce of trucks, but I was not aware the Diamond T is the Cadillac of trucks!" [Well said Paul, your photos are great. Look at that chrome! - Ed] Cheers, Paul



Christchurch next year I want to report a 100% increase in membership. Not that hard considering I think Lois and I might have been the only two paid up members of the club in the combined District of Wanganui and Manawatu! I want to open events to owners of Cadillacs and in their own time (no pressure!) they can join the club, the main thing is they enjoy events and meet other Cadillac car owners. Looking at planning an event in Manawatu/Palmerston North, heard on the grape vine there is a cool looking 1912 Green Caddy in Levin, so want to hook that one into the club. Got a weird mate of mine who drives a 1927 Dodge to check it out at a recent "swop meet" in Levin and he describes it as a "beauty", appears it was on display down there. Was going to take Ed Boys V12 Caddy to the show (under restoration) and when I found out the rear end assembly was not bolted to the car chassis, I decided not to take it. Most local trailers struggled to get its wheel base on their trailers so I was not prepared to drop 3.5 tonnes of steel on the road if the rear assembly decided to move backwards. However Ed Boyd's 1934 Cadillac 355D series 20 V8 won "Ladies Prize" at the show, I asked one of the Judges how old the "selector/Judge" was and I was informed she was over 60 years of age! Well done Ed (one of our new local members). Thanks to Sean and Kathy Cairns, Steve Ward (plus Mother and Brother) from Manawatu and Ian Burroughs from Hawera for boosting our numbers. Bob Walker - Wanganui/Manawatu District Delegate



LATEST 2014 CADILLAC NATIONALS/ AGM - SOUTH ISLAND UPDATE

Rob McCann (Regional Delegate, South Island) advises that arrangements have been made for us (CLCNZ) to make use of the 'Cashmere Club' (www.cashmereclub.co.nz and photo left) and space has been allocated for us at the McLeans Island swap meet. **DATES are: Fri 10th; Sat 11th & Sun 12th.** More info will be printed when received from Rob and Murray - Ed.

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 liaison 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!**



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 *



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 Friday, March 16th 2012 CLC member, David Couper, along with his co-driver, Daryl Meek, drove his 1906 single cylinder Model K Cadillac, along with about 35 other veteran vehicles, across the starting line at Government House in Perth, beginning a gruelling 20 day, 4,100 kilometre adventure. This epic expedition commemorated and re-enacted the first west - east crossing of Australia in a motorised vehicle, 100 years earlier. David and Daryl together with their one man support team, David's brother Murray, were attempting to drive David's one cylinder Cadillac from Perth to Sydney. The magnitude of this achievement is increased by the fact that David and Murray were both approaching 80 years of age when they undertook this endeavour.

This 3 part series tells the tale of their epic adventure. In Part 1 we learnt of the planning, the preparation and the dramas and hardship in just arriving at the start in Perth and the success of arriving at York at the end of Day 1.

This edition sees the boys ready and lining up at the start line in York on day 2. It will include some of the day by day diary notes (in italics) of David and Daryl.

DAY 2 - March 17th York to Southern Cross (271 kms)

To put the scale of this undertaking into perspective; consider that Day 1, at 96 kilometres, was easily the longest distance the Cadillac had travelled in a single day whilst in David's tenure; but this day was 3 times that distance.

(David) The start at York on the 17th saw the 35 vehicle convoy escorted by the local police. This day was a bit hilly, so very slow in the little Cadillac. About 20 kilometres out of York the Caddy gave a "cough" and a couple of "bangs" from the motor and she stopped: this seemed like the end of our Rally – again.

But on cranking the engine, all seemed normal - it started OK and they drove on. Route instruction inaccuracies made navigation as challenging as the actual journey. They headed north towards the main highway and, having found it, they started heading east to Southern Cross and Kalgoorlie.

(David) We arrived at Southern Cross near dark, behind the majority of competitors but happy that we had completed the first real open highway day OK, with very little trouble other than losing the rear vision mirror through vibration.

They were soon to realise that this constant and unrelenting vibration would take its toll on both the car and on the crew. Not only would it cause metal fatigue in many of the vehicle's components but it would also physically limit the speed David and Daryl could average and thereby increase the time spent behind the wheel each day.

(Daryl) Minor problems, as yet, not affecting our progress, were starting to appear. Tuning problems were causing an engine misfire. Southern Cross was the first of our regular nightly maintenance sessions. We spent some time in Southern Cross on running repairs: tightening and adjusting components on the car. Over the next few days, David continued to adjust the fuel mixture settings to improve the engine performance.



The Caddy gets flagged off!



So cold, rugged up



About to pass the Landy!

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

DAY 3 - March 18th Southern Cross to Kalgoorlie (225 kms)

The next day they set off for Kalgoorlie with the sky overcast and a weather forecast for rain. Then it rained ...and rained ...and rained.

(Daryl) David braved the hammering rain and weather, continuing to drive the little open Cadillac. We would stop to warm up; and then drive again. Due to the cold and the extreme conditions, I drove the final few kilometres into Kalgoorlie with David seeking refuge and warmth in the Land Rover.

On arriving in Kalgoorlie it was decided the car required extensive maintenance. It would not start; the diagnosis being that it was something electrical. Following calls to the "help desk" (i.e. Trish and Fiona; the boys wives in Melbourne) they obtained the contact numbers of the Presidents of the local car clubs and had offers of assistance and workshop facilities. The Cadillac was loaded onto the trailer and taken to Geoff Paynter's home garage for repairs.

(David) The generosity of the "out-back Australia" fraternity, all the way across, was amazing. The rally competitors were continually offered workshop facilities, tools, equipment and assistance to keep their cars running; often in the middle of the night and at no cost. In many cases this ultimately allowed disabled cars to complete the event.

The boys arrived at their accommodation in Boulder, the twin town adjacent to Kalgoorlie, later that night, cold and wet but the car was back in action.

DAY 4 - March 19th Kalgoorlie to Norseman (187 kms)

The start on day 4 was to be at the Kalgoorlie railway station with due pomp and ceremony including various town dignitaries and officials in attendance. As it was about 10 kilometres back from their accommodation and it was still raining, the boys decided to head straight for Norseman without delay. Daryl drove the first part of this day in torrential rain and very poor visibility. The B double trucks were travelling far too quickly for the conditions, stirring up clouds of spray and grit.

(David) I took over about half way and drove the Caddy onto Norseman where we found we were in the same room as we were when we travelled over in the Landy for the start of the rally.

(David) At the pub that night I spoke to a truckie regarding the dangers on the highway but he could not see that they were driving recklessly in the conditions. He seemed to think 120K was OK, even though the speed limit for trucks is 100K. **This was the only** time we had any problems with the trucks or other road users.



Rest room stop - where to hide?



No navigation probs here



Border Gate on SA/NSW border

Part 4 Next month



At last, a "must read" for all Cadillac enthusiasts ~ The History of La Salle courtesy of the talented Robyn Griffin, Co-Editor, La Cad - Magazine of the Australian CLC

One of the Editors of the CLC Australia magazine "LaCad", Robyn Griffin, has compiled a History of LaSalle with support of many CLC Australia members and with reference to many Australian LaSallees. This history was presented in "LaCad" in a 14 part series from 2006 to 2009 and will be included in forthcoming newsletters. Special thanks to Robyn for permission to use her work.... Ed

History of LaSalle Part 1.

First some History about the man - La Salle

There were several notable explorers and adventurers whose name was used on American automobiles. Some of these were De Soto, Marquette and Cadillac to name a few. The most tragic of these was possibly René Robert Cavelier, Sieur de la Salle, who explored the Mississippi region. His vision was to have a French empire from Quebec to New Orleans, to the Appalachians east and to the Rockies west, encompassing the entire basin of the Mississippi, Ohio and Missouri rivers. He explored the Great Lakes region of the United States and Canada, the Mississippi River, and the Gulf of Mexico, and claimed the entire Mississippi basin for France.

La Salle, the man, was born on November 22, 1643. He was the son of a wealthy wholesale merchant of Rouen, in North East France. He was given the noble title de La Salle, after an estate owned by the Cavelier family. Giving up a legacy from his father, he joined the Jesuit order where he remained until 1665. La Salle was close to being destitute when he traveled to North America to become a farmer, sailing for Canada in the Spring of 1666 and arriving in 1667 in New France. He was granted a seigneur on at the western end of the Island of Montreal which became known as "Lachine".



La Salle immediately began to issue land grants, set up a village and learned the Iroquois language and other languages of the native peoples. The Iroquois told him of a great river, called the Ohio, which flowed into the Mississippi River. Thinking this river flowed into the Gulf of California, he began to plan for expeditions to find a western passage to China. He sold his interests in Lachine to finance the venture.

La Salle led his first expedition in 1669, the results of which are unclear. He claimed to have reached the Ohio River and followed it as far as Louisville, Kentucky, but not the Mississippi, which Louis Joliet discovered in 1672.



Le Griffon

On 7 August 1679, La Salle set sail on Le Griffon, which he and Henri de Tonti had constructed at Fort Conti, near Niagara Falls. Becoming the first white men to navigate the Great Lakes by sailing ship, they sailed up Lake Erie to Lake Huron, then up Huron to Michilimackinac (Mackinac) and then to Green Bay, Wisconsin. La Salle then departed with his men in canoes down the western shore of Lake Michigan. During these expeditions he set up forts at strategic points along the way.

He tried to rally to his cause Indians of all tribes like the Illinois, Miami, Shawnees, Outagamies, Potawatamies, Abenaki and Mohican. He headed south in December 1681, securing village after village for the French crown, in the presence of ignorant but applauding natives. In April 1682 he reached the Gulf of Mexico. He was the first white man to have journeyed from the St Lawrence to the Gulf through the very heart of the American continent. A column was erected bearing the inscription "Louis le Grand, Roy de France et Navarre, Règne; le Neuvième d'Avril 1682" [Louis the Great, King of France and Navarre, rules; April 9, 1682]. He then returned to France for supplies.

La Salle's ruin was his basic ignorance of the geography of the southwest. With the blessing of the French crown, four ships set sail from La Rochelle in France on July 24, 1684. Despite repeated setbacks the colonizers reached Santo Domingo. There, La Salle fell prey to fever and his band began deserting him. On December 28 they came in sight of the continent but lost their way. La Salle gave the unfortunate order to land at the mouth of Matagorda Bay, nearly three weeks travel on foot away from the Mississippi. Unfriendly seas hampered landing operations. The supply ship Aimable ran aground; buffeted by a storm, she was destroyed. His men were dying at the rate of six a day, from disease, bad food and water. Soon the colony was down to forty souls, less than a quarter of

the number who had been foolish enough to disembark.

A last desperate band of twenty of the fittest set out on January 7, 1687 to try to join up with French colonists upstream of the mouth of the Mississippi delta. La Salle led a group eastward on foot on three occasions to try to locate the Mississippi. During the last such search his remaining 36 followers mutinied, and he was murdered by four of them near the site of modern Navasota, Texas.

The Coat of Arms



The coat of arms displayed on the radiator grille of LaSalle automobiles is that of the French adventurer. It was granted to him in 1710. The black shield features a leaping, silver greyhound surmounted by a golden, eight pointed star. The hound or leveret (from the French lévrier = greyhound) is one of the oldest heraldic devices or "charges". The star is a symbol of dreams and secrets.



Some history of the car that bears the LaSalle name

The LaSalle Automobile was announced, inter alia, in General Motors World, Vol. VI, No. 3, in March 1927. This was a journal published in New York by General Motors Export, 224 West 57th Street, for GM exporters everywhere. The car was officially introduced on 5 March 1927 at the Cadillac Spring Salon and was received with a tremendous wave of enthusiasm, unmistakable confirmation of the fact that this was a car, a demand for which had existed for a long period in motoring circles.

This entirely new car was not just a "little" Cadillac; it was a car that filled a void in the car world. It was powered, like the Cadillac, with a ninety-degree V-type eight-cylinder engine. It was described as "a beautiful new car of brilliant performance, designed by Cadillac engineers and built by the Cadillac Motor Car Company entirely within its own plant as a companion car to Cadillac."

At the time of introduction, no prices were announced and only five models were listed as being available:

1) a 2-passenger roadster with rumble seat;



1927-28 2-seater convertible coupe - 1001 built

2) a 5-passenger phaeton (of which the hood and cowl panels were finished in dark green, with lighter green used for the body panels and a broad cream coloured belt stripe around the body, starting from the cowl);



1927-28 4-5 passenger phaeton - 1575 built

3) a 2-passenger coupe with rumble seat;

1927-28 2-passenger roadster with rumble seat - 1184 built



(4) a 4-passenger Victoria; and

1927 4-passenger Victoria coupe 1250 built



5) a 5-passenger sedan

1927 5-passenger sedan - 5001 built



The LaSalle's general shape and all its features were designed entirely by an automobile stylist (Harley J. Earl) rather than by draftsmen and mechanical engineers. It was the first production automobile to be designed rather than engineered. Its immediate success and popularity created a new breed of automobile executive: the car stylist. Earl became the Director of GM's new 'Art and Color Section', created the following year under the impetus of Alfred P. Sloan. The LaSalle was designed, engineered and built by Cadillac craftsmen to Cadillac's high standard of quality.

Part 1 continued next month. The La Salle story is a big story, worth telling and worth reading. Thanks to Robyn Griffith



CADILLAC OWNERS DON'T ALWAYS AGREE *about why they bought the car. A great many report that unexcelled craftsmanship and quality led them to the "car of cars". Others say the size and solidity of the car, its silence and smoothness in motion, convinced them to make the move. Still another group state their selection stemmed from the confidence and pride they experience at the wheel of a Cadillac. The reasons are legion. But there is one subject upon which Cadillac owners unanimously agree: the new 1963 car is the most rewarding possession a man can have.*





Sixty Two Years Young

This bus could be one of the happiest 1952 AEC busses around. Why? Because she is still loved and now lived in. No wonder her heart - ah, motor - still hums healthily. She lives under the awning at Phil and Mary-Anne Moses' homestead. Their 21-year old son Ivan makes her, his home, next to home.

Joe Cranitch loves old busses and trains and so enjoyed being in the driver's seat and turning the engine over. She has a 9.6 litre (!) engine. A preselector gearbox. The box of switches down behind the driver's right elbow is for the headlights and fog lights. The box up behind the drivers left shoulder was for the internal lights.

One of the many times she proudly and gracefully commuted people around was for the athletes at the touring village during the 1956 Olympics in Melbourne. 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.

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

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. Attached is a picture of my 1967 Buick Electra 225- 4 Door hardtop that I have FOR SALE on the "AutoTrader.ca" website. Kindly pass on this information to your club members if you like. They can always click on the auto trader website to see many more



pictures and a detailed description of the car. It's totally original and I'm asking \$18,000 (Cdn) for the car. I sold my 1980 Cadillac Sedan DeVille last summer to a collector from southern Alberta at a car show I attended. I know this is a Cadillac Website but then again as a car collector I know other collector's own other makes and models of vehicles as well as do me. Thanks again, Marc D'Hont, CLC Canada. mdhont@shaw.ca [Apr14]



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



FOR SALE '69 Coupe DeVille. Shalimar gold/ white vinyl roof. 472cu. 39k miles. 2 NZ owners; 1 Canadian. LHD. Engine/ body exc. cond. Full documented history. Spare parts. \$35k neg. More photos avail. Pho Clara or Ian. 027-647-0403 email cadillac1969deville@outlook.com [Jan14]



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



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!]

April - 9th - 14th

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

October - Fri 10th, Sat 11th & Sun 12th

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



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BOP member Ray Guild poses with his classic Shelby Mustang, a natural salute to the Mustang's 50th

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