

The 'Star' of the movie, 'My One and Only' lives in Perth!



FEBRUARY 2015

LOVES CADILLACS & LaSALLES
finz MAGA
INE



Ron-dezvous

Editor: Ron Melville

Recipient of (CLC) The Yann Saunders International Activity Award 2013

Contributions: Send to: finzmagazine@gmail.com

The Editor reserves the right to accept or reject any contributions.

Deadline is 20th of each month

Wow it sure has been a hot and dry summer so far and here where I live in the sunniest region of NZ (for 2014) there's more sun and high temps on their way. With all this sun around (some commentators are saying this has been the best summer since the 1960s) you'd think there would have been plenty of cruising going on, but not many reports are coming in - 'hint, hint!'. Remember the deadline is the 20th of the month. Cover car is CLC Perth member, Ross Morgan's fab '53! It is as if it come out of the show room!

This issue embraces one of the broadest varieties I have ever had the pleasure of publishing. Running into several parts there's a superb article on iconic country singer, Hank Williams and his Cadillac. More from the CLC family, here and abroad. A follow up on Johnny Devlin and another Ozzie singer, Debbie Nielsen who is accompanying Johnny to our NZ Beach Hop. Another history lesson about Antoine and the "crest". And some more interesting reading about our beloved LaSalle. Our South Island trip and scenery was really that great as you will see from the pics inside and check out the shoe on Miss Lane's page - thanks Noeleen!

Late last year yet another longstanding member left to join that big CLC club in the sky. I am talking about the late and well respected Neville Plaw of Cambridge and thanks to his wife Christine, I salute Neville and his old cars. This got me thinking about all the great members out there (in our club and many we know, some of which do not even belong to any club) who have great old cars and significant collections of memorabilia, historic records and information and goodness knows what else that is car-related. I thought it would be timely to share with you an article that was penned by our fellow CLC Australia member, Peter Ratcliffe (reciepent if the Yann Saunders International Activity Award - 2014) and first published in LaCad in 1999 and re-printed in The Self-Starter in 2000. I for one have already sorted the destination of my Calais and collection of books and Caddy stuff. Have you?

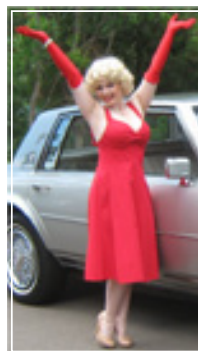
Finally, the latest 2014/15 Membership Directory wont be too far away. Grateful thanks to new Treasurer Lois Thrupp and long time friend, Janine (known to many of us Bay Plenty of Plenty members) for helping to re-create, compile and verify the list. With luck the list will be with you soon, perhaps with this issue given all NZ copies are snail-mailed of course!

Well that's it for this issue. It's a pleasure to put every issue together with lots of Caddy stuff that I have accumulated and sourced but have local content is even more important - so please help me out here and send stories and pictures in PLEASE!

Enjoy the read and please write to me about what you've been up to, either in the sun or in the snow (northern hemisphere) with pics please! Cruise safe out there wherever in the world your Caddy takes you or should that be 'wherever you take your Caddy?' - Ron.



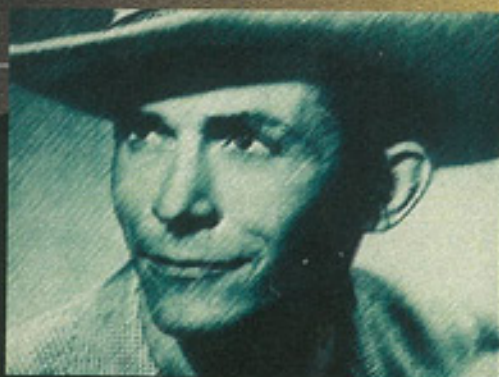
Enjoy!



On these pages:

5 6 10 11 13 16

Here's a delightful article I have had some 3+ years now (waiting for the right time to print), sent to me by Cadillac fan, Jeff Wong in Taihape NZ. It was an article he has had in his personal collection for a long time. It's a terrific read. Too bad there is no back ground music to go with it! Ed



Hank's LAST DRIVE

Sometime early on New Year's morning in 1953, Country music star Hank Williams died in the back seat of his 1952 Cadillac convertible near Oak Hill, West Virginia. He and his chauffeur were on a long drive across the South, headed from Hank's home in Montgomery, Alabama, to a gig in Canton, Ohio.

Editor's Note: This is the first of a two-part article wherein our Editor-at-Large describes his pilgrimage in memory of Hank Williams.

BY PETER EGAN >> PHOTOS BY THE AUTHOR & RICHARD MAYER

MY PARENTS DIDN'T LISTEN TO COUNTRY & Western music when I was a kid growing up in small-town Wisconsin, but you couldn't miss hearing Hank Williams' songs on the radio. You heard them everywhere; at the gas station, floating out of someone's pickup truck at the drive-in, or at the barbershop. Especially the barbershop.

You'd sit high in that barber chair, enduring the child's humiliation of having to sit on a board across both armrests while your Roy Rogers cowboy boots poked out from under the white cape. Nine or 10 local men, merchants or farmers, would sit waiting, reading old copies of *Field & Stream* with leaping wildlife on the cover. Usually a trout or buck, half crazy with panic.

Meanwhile, you sat in that tall chair, looking in the mirror at the reflected bottles of Jerris Hair Tonic and Rose's Butch Wax on

a shelf next to a brown Philco radio. And out of the radio would come Hank's voice, high and lonesome, with those slightly flattened hillbilly notes, sometimes yodeling and happy, sometimes heartbroken.

"Say, hey, good-lookin', whatcha got cookin'..."

"Why can't I free your doubtful mind, and melt your cold, cold heart?"

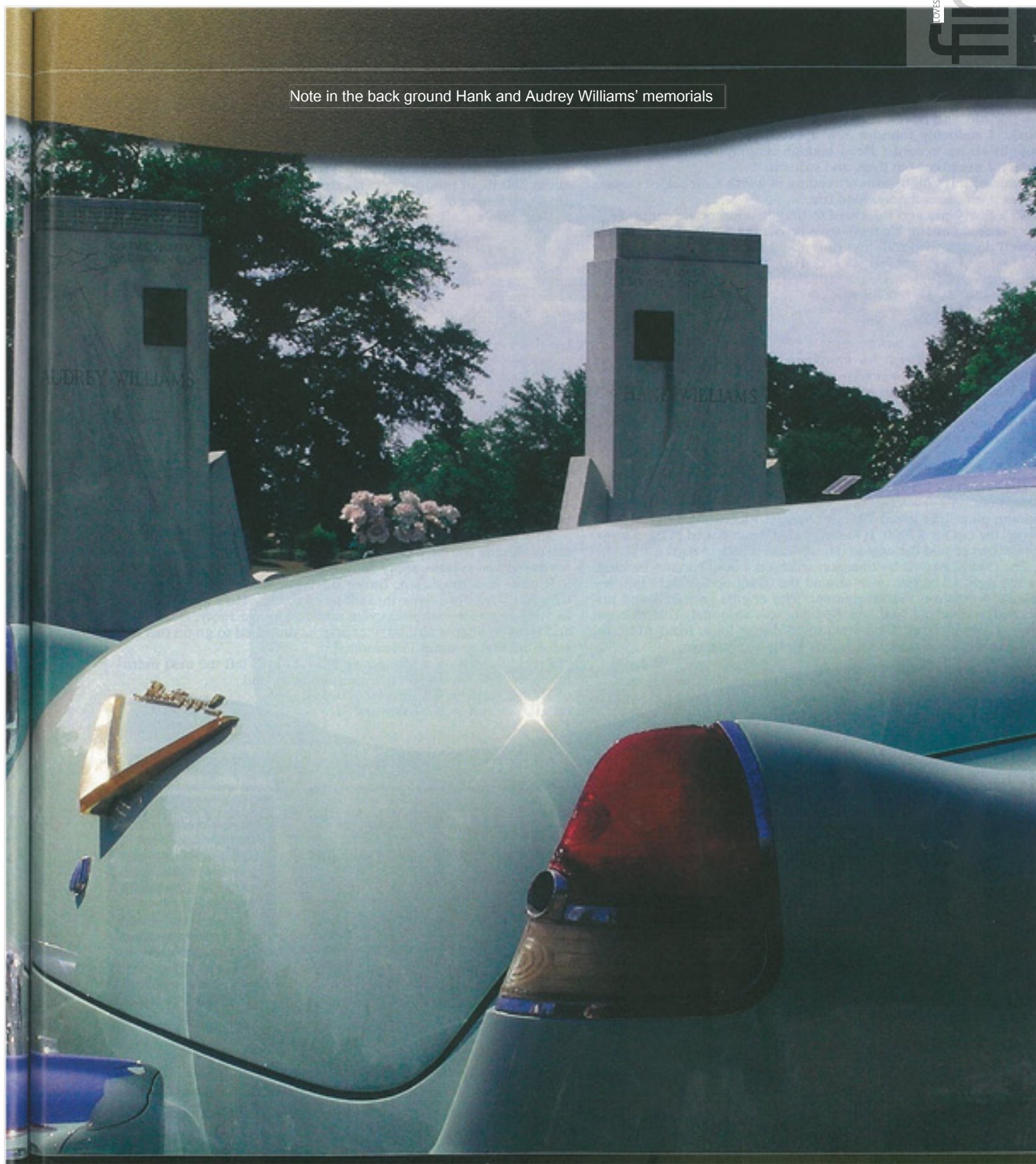
"My hair is still curly and my eyes are still blue, so why don't you love me like you used to do?"

"Jambalaya and a crawfish pie and a file gumbo..."

Even then, the songs sounded timeless and old-fashioned, like something beamed from another planet through dusty dim radio tubes, and they continued to be played on the radio long after Hank Williams died in 1953.



Note in the back ground Hank and Audrey Williams' memorials



Hank's LAST DRIVE

But I'd nearly forgotten those songs until adulthood, when I finally shed my teenage disdain for culture that was more than a week old and developed an interest in the roots of American music. I suddenly found a new appreciation for Hank Williams. Bought all his records. Read enough biographies to fill a small library. I became a fan then, and still am.

None of this enthusiasm or reading is worth a nickel, of course, unless it produces a good road trip.

So a few years ago I decided to find an appropriate car and follow the route of Hank's final drive across the South. This is a fairly well documented trail that runs about 800 miles from his home in Montgomery, Alabama, to Oak Hill, West Virginia. All the old two-lane state highways are still there, meandering through the small towns. And a few big ones.

The car for this trip had to be an old Cadillac, of course. But what Cadillac?

Hank's car was a powder-blue 1952 convertible, but these cars have gotten a little rich for my blood, up in the \$40,000-\$80,000 range. And I'm a person who likes the \$4000-\$8000 range better. So I began my search for an affordable Caddy in the general style of Hank's old car, from the 1950-1953 family of Harley Earl design.

All were good-looking cars with only subtle styling differences, but there was much to be said for a '53. First year of 12 volts; first year for GM air conditioning; a nice horsepower boost in the 331-cu.-in. V-8, from 190 to 210 bhp.

The search took about two years. I looked at a lot of bad cars, just missed out on a few good ones, then finally found myself on eBay, bidding on a light green 1953 60 Special Fleetwood from Texas. I "won" the car for \$7000. It looked sad and sun-baked in the photos, but the owner said the engine ran well and it had no rust.

The Caddy arrived by transport truck on a cold autumn evening, started right up, drove once around the block and straight into my palatial workshop for assessment. The engine (original and untouched) indeed ran well and the body was absolutely rust-free and straight. Also, it had a cool chromed dealer logo, from Alderson Cadillac, in Lubbock, Texas. Buddy Holly's hometown.

Beyond that, it needed...everything.

I put my head down and went to work. For another two years.

Transmission rebuild, new U-joints, shocks, springs, water pump, radiator, hoses, oil filter lines, carpeting, hydraulic window lifts, vent cables, trunk lining, new wide whitewall radials, diff bearing and seal, belts, plugs, wires, etc., etc., etc. I removed about 200 lb. of mud wasp nests from beneath the dash, seats and air-conditioning ducts.

Rechroming all the emblems and Fleetwood chevrons cost \$5000. When I paid this bill, my wife Barbara went into deep shock. She reminded me that my daily driver was an \$1800 Buick Park Avenue—with perfect chrome.

My friends at Foreign Car Specialists helped with much of the heavy mechanical work, electrical genius buddy Eric Lewis spent two days under the dash trying to straighten out the ancient wiring, and Marklein Auto Body in Dodgeville, Wisconsin, took the car down to bare metal and did a stunning repaint with a perfect original color match.

My last act was to reinstall the original Wonderbar radio, which I'd had rebuilt by a company in Minnesota. I turned it on and waited for the tubes to warm up. The Wonderbar automatically scanned the dial for the strongest stations and stopped on...The World Series.

The crack of a bat, the roar of the crowd... "And he's on second!"

A *Twilight Zone* moment. The sound of radio baseball hasn't changed since this car rolled off the assembly line.

Late that fall the car was finally ready to go—the day our first blizzard hit.

So I planned the trip for early May, on a week when my co-driver, Richie Mayer, would be able to join me. (Barb, who works for the school system, sadly couldn't get away.)

Richie is a musician, home designer and songwriter from Chicago who now lives in Sedona, Arizona. He's an old friend as well as guitar/car/motorcycle addict, vintage racer, Blues buff and Hank Williams fan, so of course he'd wanted to go on this trip since the first moment I mentioned it.

Richie flew in on a Monday in May and we left the next morning, properly cowboied-up with boots, hats and, of course, guitars. We took my 2003 Martin HD-28 and a 1964 Gibson SJN



» All duded up and miles to go. The author (left) and co-driver Richard Mayer look surprisingly confident for two guys leaving Wisconsin on a 2600-mile loop through the South in a freshly resurrected 1953 Fleetwood. Still running on its original, 54-year-old engine.

serious thinking

Who Gets Your Collection After You?

BY PETER RATCLIFF

When I walk around swap meets each year, I see all the same old faces getting older and older—and still chasing parts for the same cars they did twenty-odd years ago. Bits of cars that were hopeless then and impossible now. These guys still want to buy more stuff to add to the skeletal remains of vintage or veteran cars or trucks they dragged home when they were thirty years younger and fitter!

They are still dreaming of restoring several cars from the numerous heaps of deteriorated iron oxide in their yards and sheds. Many of them are still wasting restoration work on daily-driver cars while the years roll by and the inspiration to spend every moment in the garage dwindles away to nothing. With the unprecedented low price of mid-sixties or later cars in good original condition, anyone who buys anything in down condition because it is cheaper has—well—they have got a lot more time than I've got.

The thing that troubles me (and should trouble them) is that even if they accumulate a few more important bits for their dream cars, they will be too old to work on the cars, but they cannot be told.

Collecting cars is not an activity that has been with us through the ages—the early settlers did not collect cars, nor did our grandfathers (with a few exceptions). Car collections are a phenomenon of our lifetime and the problem of posthumous dispersal of hobby collections has yet to strike most families.

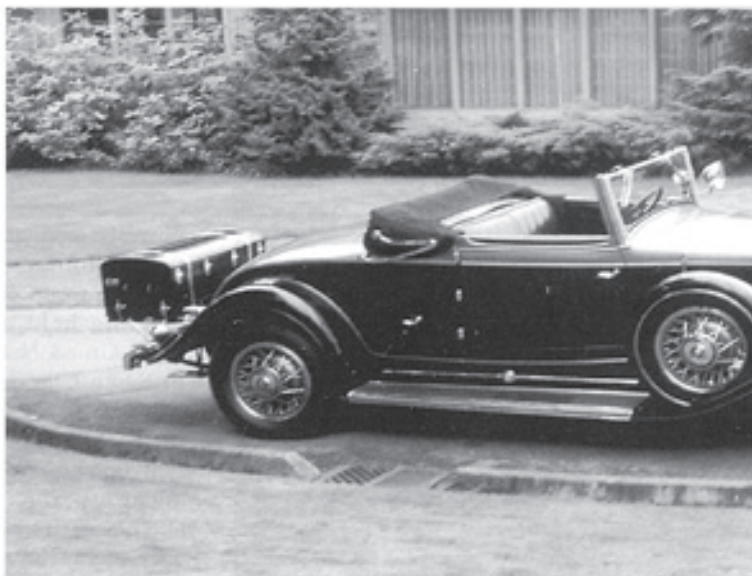
Collectors of petrol bowlers and enamel signs, collectors of car models, pedal cars, tools, literature, etc. often fall into the same category as above. The collection continues to grow; in many cases, more sheds are built or a room added onto the house, but the collector fails to deal with the most obvious of all facts—we all die in the end. Now, you may not even be feeling off color, but that is no reason to continue collecting

as much stuff when you are fifty or sixty as you did when you were a spritely thirty.

Any sensible collector of age fifty or more (and some who are a lot younger) will have realized that any further personally-completed restorations are unlikely. How many clearing sales have you attended, or how many ads have you seen in the paper for great wonderful cars and motor bikes that "... just needs reassembly" or "... just needs finishing off?"

Those cars are often unsalable at any price and end up being sold for parts or taken to the tip for lack of interested buyers. Many times I have seen this happen after the proud owner has died, leaving a wake of dismantled cars and bikes.

Likewise, owners of big collections of petrol bowlers, stationary engines, trucks, tractors, boats, etc. need to do a stocktake and spare a thought for whom-ever will be dispersing their treasures. Often, no immediate family members are interested in taking over; so the day you die, the treasure in the sheds (and in the yard) instantly turns into rusty scrap. Yes, scrap and ironmongery for which even a dedicated and well-connected enthusiast might be lucky to find buyers. How would your wife find buyers for your super rare 1926 Whippet that is in a million bits and just needs reassembly, or the rusty '36 LaSalle with four spare engines but no grille? Likewise for your collection of mint Dinky toy cars



ABOVE - 1931 Cadillac 370A V-12 Convertible Coupe; BELOW LEFT - 1941 Series 62 Deluxe Convertible; BELOW RIGHT - 1970 Fleetwood Eldorado Coupe. All pictures from THE SELF-STARTER photographic files.



Thanks to The Self-Starter (USA) and LaCad (Australia) for permitting re-print of this article

serious thinking



in their original boxes or your prized set of original sales brochures and parts books for every Cadillac ever made? This stuff looks like junk to most people and you should expect it to be treated accordingly when you are not there to advise.

As one club member friend (and a prolific collector) has

said several times, "If I die, my missus will have the whole lot down to the tip the next day," and this is probably a widespread sentiment. Some male collectors have gone to great lengths to conceal from their spouse the price paid for certain collectibles. The end result is that the spouse has no idea of the value of the items and, therefore, will not go out of her way to seek a buyer for them after her departed leaves her in a mess. (Pardon the sexist bias, but I have yet to hear of a female collector who conceals the

help if you are able to retain your collections during a nasty divorce settlement, but it will do nobody any good if you die with a yard full of incomplete sixties Cadillacs or an attic full of rare and specialized models or literature or enamel signs. And, if your treasures are of the yet-to-be-restored kind, for which buyers are notoriously scarce at the best of times, they probably WILL end up at the tip. Is that what you want?

Take a fresh long look at your collection(s) now and assess what you still can finish and in what you are still really interested. And, do not kid yourself—get rid of most of your unrestored stuff now, especially if you have not completed a restoration in the past few years.

We should all have made a will and you are nothing short of stupid if you have not. Your will instructs your survivors as to where you want your goodies to go after your death. In addition to a regular will, consider attaching a set of special instructions (known as a Memorandum of Wishes) for your executor for the best disposal of your cherished automotive belongings, big or small. The



prices of her collectibles from her male partner.) The down-to-the-tip sentiment indicates not only a certain lack of interest on the part of many of our spouses, but also a complete ignorance of the existence of a wonderful network of hobby enthusiasts and dealers of which we pride ourselves of being a part. On the part of the collector, it is also indicates a lack of personal organization and a disregard for the preservation of the items after we have gone.

Keeping the wife in the dark may

stuff we collect is obscure to the general public, so include suggestions on HOW to dispose of it—and include the phone numbers of people who may have expressed an interest in it. □

Peter Ratcliff is the liaison for the Cadillac-LaSalle Club of Australia. Peter gratefully acknowledges the expert assistance of Joanne Hazeldene in the preparation of this article. The article was originally published in the Spring 1999 issue of LaCad, the very fine magazine of the CLC of Australia.

SHADOWS OF BUTTERFLIES

BY CARL S. TEETS

One of the most exciting experiences from our school days had to be the discovery of words that aligned themselves with mind boggling phenomena. For me, *metamorphosis* ranks up there near the top—just above *photosynthesis*! The idea that a furry worm-like creature is able to cloak itself in a web-like material and later emerge as one of the earth's most beautiful creatures still evokes awe. An appreciation of how the transformation takes place is not necessary.

I can make a similar connection from the insect world to the very roots of our hobby. A Cadillac that has been overly exposed to the elements may find itself in a state of extreme unattractiveness. Perhaps at this moment, you are the owner of such a vehicle. Without being overly defensive, you may show the car to others followed by the line, "It will never be a show car," an attempt to ward off remarks concerning the extent of current disrepair. At the same time, I have read a number of articles concerning the magical metamorphosis of similar cars—Horatio Alger stories of neglected rusty heaps that overcome all odds to win ribbons. I now understand that every car has much hidden potential that can only be uncovered by the vision of its owner.

As I drove through the streets of north Philadelphia one day, I was struck by an image. Parked along a trash-filled street was a Cadillac, which must have recently celebrated a 25th birthday. Just about every panel on the aged car was badly scratched and dented, except the hood. An old man was standing next to the Caddy, slowly and carefully waxing that single perfect square of sheet metal. As I drove past, his hood reflected the sun's rays every bit as well as the new paint job on my own car. It then occurred to me that the old man also must have a vision—let others chuckle at what appears to be a futile attempt to have an attractive car. For just a moment, I could see that same show stopper that he knew he owned. It is in every car—always has been and always will be. All that you need is the vision to see that monarch butterfly hidden deep within. □

here & abroad



EUROPE - Hello Ron (cc Ron Zahn , Yann and some European connoisseurs)

Well, I think this can be interesting for your worldwide magazine

Most interesting to read about La Mothe Cadillac and Castelsarrasin, back then organized by J Delbosc. That's a bunch of correct, and connoisseurs information you publish there! This must be a story delivered by Yann Saunders (?)

During the last Castelsarrasin meeting in 2005 I brought important CLC personalities together from all over Europe. President's of already existing CLC aff's (attached a 2005 pic of myself and back then CLC Germany Presd. Wilhelm Doering), future presidents, liaisons a good mix of 100% Cadillac / La Salle personality's.

Back in 2005 they did not know each other (I knew them all) and I organized a big table plenty of rosé wine and good food. After some glasses I presented these people to each other, German and Swiss speaking the same languageHolland and Belgium ...same language why not work together? End of the 4 days Castelsarrasin party they were all familiar to each other, the ice was broken, address cards sweptinternet helped a lot of course.

It was the first start to swap/ share club magazines between the CLC affiliated countries in Europe

2006 I organized the first CLC Grand European in the Belgian coastal town "Zeebrugge" , it was an immediate success.

From then on people find it "normal" to have an international meeting every two year.

The "new ones" even can't realize now how isolated it was before, in contacts, parts find and help And a big problem back then was the editorial work try to keep the "local" club magazine interestingfilling up the empty space, and try to avoid repeating presenting always the same people and cars in the mag

Talking about the Grand European, now coming up in Switzerland 26/30 Aug. it still is a big work and effort, responsibility, for me and the organizing club to organize. An International meeting is only possible if a CLC affiliate will organize one. There is no profit in it, and all work is done by volunteers.



Dirk with Europe CLC Deutschland Pres. Wilhelm Doering

To close this short story that started back, Hershey fall meet October 1999, when Matt Larson (La Salle book editor) signed me up as CLC member in the CLC tent @ Hershey..... the idea of combining, creating and affiliating Cadillac clubs in Europe started in France, during a European Cadillac party held in the Cadillac museum and castle gardens owned by the Keyaerts sisters, close to the town of Langais, on the border of the river Loire.

I count the Keyaerts sisters as the fore runners of everything Classic Cadillac get together in Europe on a big scale.

For runners of the current CLC aff's (13 in 12 country's) and the GE

Well, that's another fact most CLC members in Europe don't know.

During the 2010 Grand European held in France, we all could enjoy the facilities in and around the Keyaerts museum.

Thus, Grand European participants from all over the world, CLC members all over Europe Don't think what we have today came overnight, it took much effort, volunteer work.....and money to! (a part paid every year by CLC USA for travel expenses) Please support your club, enjoy it Fuel is expensive; sun is not shining every day Sometimes your ill So, the day you are able to take out that gas gusling land yacht is always a holiday.

See you @ the 2015 GE in Zurich, Switzerland

Dirk Van Dorst

Worker for the CLC in Europe

Director of European aff's CLC since 2005

2009 Yann Saunders award recipient

2010 Maurice Hendry award recipient

Founder of the CLC Grand European

Founder of the current CLC int. magazine award

here & abroad



USA - Ron, I love the new look! Keep up the good work. Lars

Hi Ron, Thanks for sending a copy of another outstanding issue of FINZ

Newsletter. Always a treat to read the latest CL news from down under. Happy New Year and best wishes for 2015.

Julie's Dad (Jack Brackx)

Did you know that this existed? Okoboji Museum. Lake Okoboji is a popular vacation and recreation spot in northwest Iowa, including an amusement park named Arnold's Park. It has some beautiful old cars in it, along with recreations of storefronts and the way Arnold's Park looked in the '50s and '60s. The Roof Garden was a well-known dance hall, drawing people from long distances to dance to big-name rock & roll bands.

<http://www.okobojicc.com/the-occ-experience.php> Sent in by Julie Brackx – amazing place, setup like a town ship! Ed.

Following sent in by Lou – I am not into dog vids but...this is one cool dog! [Ed] Halftime "Philadelphia Eagle's Game 2014" now this is a dog....!! Amazing show.. looks like an Australian Cattle dog.. <https://www.youtube.com/v/txiR7oEVGd0>

"Tom's private collection" This is a fabulous collection of old cars. Remarkable. A MUST watch...I thought you would enjoy seeing this man's collection. Simply unbelievable that one man could accumulate this much "stuff" in a lifetime! Not just cars. Do yourself a favor and relax and enjoy. hundreds, if not thousands of signs, all the way down to ice cream scoops. Curt Land was invited by a gentleman named Tom, to see his private collection of cars and memorabilia. Wow!! The garage is 300 feet long by 40 feet wide, and the house is full. He is now retired, for many years he owned a 700,000 square foot greenhouse facility in Florida from which he shipped seedlings and plants to all parts of the country. I have never seen a collection like this before, the cars and memorabilia were unbelievable. After reviewing my video I have to apologize for so much movement, but I was overwhelmed trying to get everything I could in the video. You can pause the video when you want to get a good look at his stuff. <http://youtu.be/0YNHyB59Fws> One of the best collections I have seen on video – Ed



NZ - It's the challenge and adventure that drives us" Rod Millen

Rod Millen's Leadfoot Festival is celebrating classic and vintage cars & motorcycles by adding a distinctive reserved area to showcase clubs of New Zealand and Australia. The exclusive area will be designed with special signage to designate each club's affiliation. There is no additional cost for the reserved parking area, only the purchase of 3-day entry tickets for each participant. Each club will also have the opportunity to choose one or two cars to drive up the drive in the car parade, between events. They will also receive tickets to attend the Friday and Saturday night concerts. The new Classic & Vintage Club area is by advanced booking only. This area is extremely limited and it is anticipated to sell out quickly. Get in quick to reserve your place. You are invited to showcase your vehicles in a beautiful display area. If you don't want to display your car, but would like to enjoy this iconic festival - then ride out along the beautiful coastline of the Coromandel Peninsula's.

- Cars must be classic, vintage or unique in nature.
- Car Club display areas will be on a first come first serve basis and by reservation only.
- Reply to this email if you are interested in reserving a display area to confirm availability.
- Each club must have a minimum of 10 cars to qualify for the exclusive display area.
- Each participant must have a valid 3-Day entry ticket prior to booking reservations.
- Clubs will have the ability to add to their group after booking, if space is available.

For more information and tickets go to

www.LeadfootFestival.com

Please feel free to contact me if you have any questions or would like to talk about your club's options and availability.

We look forward to seeing you at the festival.

Kind regards

Pam Balt

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here & abroad

WAIKATO - During my tenure as Editor a number of our past members have moved on to the bigger Caddy club in the sky! And late last year, Neville Plaw of Cambridge and member since 2000. Neville was a staunch car enthusiast who loved not only Caddilacs but many other marques as well. He had a fondness for 50s DeSotos (me too - Ed, in fact I have come across a few Caddy members that love the great MOPAR product - Ed) plus other brands as well. If you fortunate like me, then you would have visited Neville and Christine's place in the country with the large detached sheds that house the cars. All in very good order and all so well preserved. Hospitality too was one of Neville and Christine's hallmarks with lavish morning teas, akin to a banquet! Here is a sample of photos provided by Christine with a great shot of Neville too. Thanks to Christine for sharing these with us. On behalf of the club our thoughts are with you and Neville's family. Ed



A grand selection of Caddy's;
Olds; Christines lovely
Mercury and of course
the line up of Mopars
dominated by the three
DeSotos - coll huh? Ed



here & abroad



AUSTRALIA - Hello Terry and Robyn, Ron, Steve and Rob, Hoping you are all well and all the best for 2015. At the Graceland Authenticated Auction in August, 2014 the last Cadillac that

Elvis bought, the 1977 Cadillac Seville, was sold by Greg Page, the original Yellow Wiggle. With details that I have been able to gather I have written an article that you may wish to include in your respective magazines. The car is now in England and the museum looks fantastic. I have included a link. Please see the attached. Best regards, George

Another article submitted by George
THE ELVIS 1977 CADILLAC
SEVILLE NOW IN ENGLAND

The last Cadillac that Elvis owned, the two-tone Burgundy and Silver 1977 Seville, is now in England. The car, previously owned by Greg Page, the original Yellow Wiggle, was sold by him at the Graceland Authenticated Auction in August, 2014 and is now proudly displayed in the National Motoring Museum in Beaulieu, England. The Cadillac was purchased by collector Steve Horn as a gift for his wife Suzannah, both of whom are huge Elvis fans and run Europe's Tribute to Elvis festival in Blackpool. Beaulieu is in the heart of the New Forest, the UK's newest National Park. What is an amazing coincidence is that Beaulieu is the maiden name of Priscilla Presley. Also within the museum is a 1903 Cadillac in mint condition.

The museum is within the magnificent estate of Lord and Lady Montagu, cousin to the Queen, and is made up of the museum, castle, abbey and grounds.

A link to the museum is <https://www.youtube.com/watch?v=JctEfAvAao> and the web address is <http://www.beaulieu.co.uk> and both are worth a look. The types and number of vehicles on

display is remarkable. Anyone planning a holiday to England would find this to be a very interesting venue. The arrival of the Cadillac in England has made the headlines, and features Lady Montagu with the car.

The link to the article is -

http://www.dailyecho.co.uk/news/11668194.Elvis_fan_Lady_Montagu_as_you_have_never_seen_her_before_/?ref=mmssp

IT'S Lady Fiona Montagu as you have never seen her before.

She has long been part of the aristocracy but now she is royalty - the King to be precise.

A massive Elvis Presley fan, Lord Montagu's wife needed no second invitation to slip into one of the King of Rock 'n' Roll's Las Vegas era outfits to welcome a new exhibit to the National



Motor Museum at Beaulieu. The New Forest attraction is now home to Elvis' beloved burgundy and silver Cadillac under a loan agreement that the Daily Echo understands will see it remain there for at least two years. The 1977 Cadillac Seville was the last car that was bought by Elvis - and was driven by him on the day before his death on August 16, 1977.

After his death it was gifted by his father, Vernon, to Elvis's girlfriend, Ginger Alden. The famous car was previously auctioned in Las Vegas in 1994 and sold for \$101,500 to a private collector. It came up for sale again in August when Graceland - Elvis' home in Memphis - held its first auction.

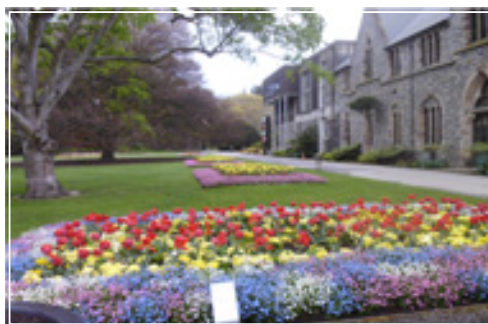
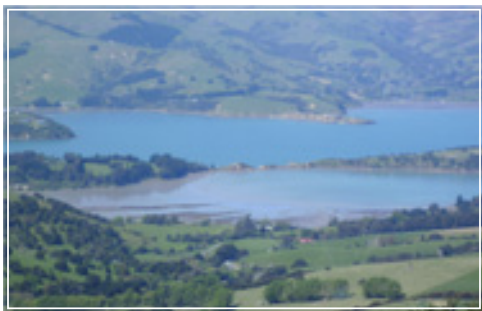
It was purchased by collector Steve Horn for \$81,250 as a gift for his wife Suzannah. Both are huge Elvis fans and run Europe's Tribute to Elvis festival in Blackpool. Steve said: "We wanted to give all of Elvis's UK fans

an opportunity to see his car and Beaulieu is the perfect location. We are delighted they could find a space for it."

Lady Montagu, wife of the museum's founder, Lord Montagu, posed for a picture beside the car in her own version of Elvis's famous Las Vegas white jumpsuit. She said: "I am a huge fan and had the costume made to wear at an Elvis themed fund raising evening we held in the museum last year in support of our Beaulieu education charity, the Countryside Education Trust." The car is in original condition and still has the CB radio installed that Elvis used to communicate with the kitchen at Graceland and to the guard house outside Graceland, to open the gates. It is believed that Elvis purchased more than 200 Cadillacs in his life; for himself, friends, family and even strangers. END

South Island Sojourn

With the Caddy Nats/ AGM over it was time to do a bit more exploring. Pics around this caption is Akaroa a beautiful spot reeked in history approx. 90 mins out of Christchurch and over 'the hill' so to speak - note the old cannon, homestead and light house. The next day we took an opportunity to check out Christchurch itself, fountain to right, museum below.



The 'Container shopping centre' was like a piece of art, so creatively designed with purpose in mind it was indeed ingenious how these boxes were used.



This cool poster on the left was at one of the many cafes



So with the fine weather accompanying us we depart Christchurch and head West and who wouldn't when the scenery looks like this. Too bad we never had our Caddies with us! The tour continues next issue - Ed.



Thanks to the 'Sale Speaks' e-magazine for allowing us to share these wonderful stories and features

LAS No 24 Aug 2014

My Affair with a 1929 LaSalle

Story and photo by Aub Smith and Brendan Walsh.

"LaSalle for 1929 retained its dashing good looks. As on the companion Cadillac, parking lamps were relocated from the cowl to the tops of the front fenders."

It all began on a Sunday in September '94. I ran into Irwin Sinclair and Peter Ratcliff at the Fresh Centre Swap in Footscray Road. Peter turned to Irwin and said "Aub might be able to help you." It appeared Irwin wanted money for a deposit on something in the U.S. with 16 cylinders. As it happened I had just sold the remains of a 1909 T Ford and had this fairly large amount of money, as they say, burning a hole in my pocket. (Lucky Irwin!) So when he offered to sell me either his '29 LaSalle phaeton or the blue '35 convertible, I showed immediate interest. However the '35 LaSalle was quickly withdrawn from the offer when Bev found out, and was replaced with the '29 Phaeton! I had admired both cars when I first saw them some 20 years before and as I liked the sporty look of the phaeton, after some haggling bought it from Irwin. The only history of the car I have is that it was shipped from the U.S. on the 26th March 1929 to Perth.

The shipping invoice gave the following details:

Engine number: 416444

Top: Drab Duck

Body: Beaver Brown

Wheels: Vivion Red

In the 1940s the car was owned by two ladies in Rosebud. Irwin had re-wooded where necessary, cut out the rust at the bottom of the body and made new valences. The rest I have done myself including new top-irons, running boards, windscreen frame, extensive work on the bonnet and guards, etc. The gearbox and diff were OK except for new bearings, but the motor had to be rebuilt and I spent many hours on the brakes, steering and springs, etc. All die-cast items were replaced with bronze. I formed rubber moulds to produce wax copies for the foundry process.

I wanted a red car so departed from the original brown to something like G.M. Firethorne Red and Black for the guards. This was all in two-pack which I applied, fitted out in my homemade air-supplied helmet. Some was done in the shed and some on the clothes hoist. (Aren't they handy?) I wasn't confident about doing the trim and entrusted this to Grant White, who did a very nice job. All came together about the middle of March this year and the car's first official run was to Kalorama and later the Caddy event at Wagga Wagga. I have experienced some teething problems, as most do, but all appears to be OK now and I am looking forward to taking Shirley to Adelaide in the LaSalle for the Bay to Birdwood event.

Aub Smith

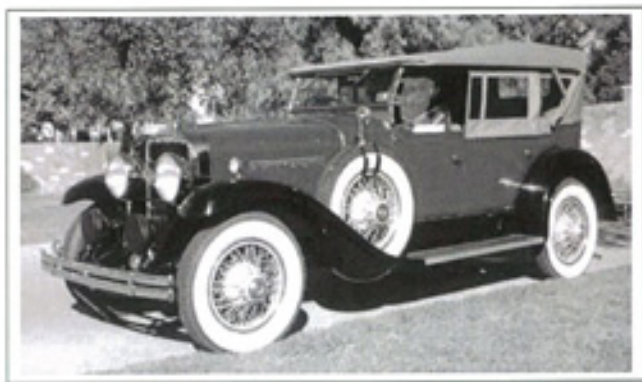


Technical details:

Aub's car is a 1929 LaSalle Series 328 4-passenger Phaeton, job/ style no 1185, built by the Fisher Body Corporation and is one of only 449 of that body style built. (Only about 16% of production was of open body styles that year.) The American price was \$2,295 when released in August 1928.

The Fisher badge is located in front of the driver's door, just above the running board. (You have to look through the spare wheel spokes to see it!) The body plate is attached "to the front face of the left side of the dash", under the bonnet.

Look at this fantastic billboard from more than 80+ years ago. I wonder how it looked in colour? Ed



Aub's 1929 LaSalle

Of the six 1929 LaSalles mentioned above, only the two owned by Aub Smith have not changed ownership..Ed

End of Part 3 of "The History of LaSalle", an extract from LaCad Autumn 2007

The overall look of the cars was not markedly different to the 1928 models but some important improvements had been made. Exterior brightwork was chrome plated, metallic paint was available, Synchro-Mesh Silent-Shift transmission was introduced and all windows were fitted with shatterproof security plate glass. Some body styles were available on a 134" wheelbase as well as the previous 125" wheelbase....Brendan Walsh

During his search for information on LaSalles, Peter Ratcliff came across this photo and just had to send it in for my series on LaSalles. Thank you, Peter.



his-story

Here is 'my story' about the man who is responsible for our beloved club name, 'Cadillac'. If Antoine de la Mothe hadn't of explored the Americas, founded Detroit and was recognised as a great explorer in his own right, maybe Henry Leland would have chosen the name 'Lincoln' instead as he did years later!

Lamothe Cadillac



THE EVOLUTION OF THE CADILLAC CREST FROM WAYNE SHMITKA ~ ARTICLE BY YANN SAUNDERS



In a brochure celebrating the 25th anniversary of the Cadillac Motor Car Company, it is said that Antoine de la Mothe Cadillac, founder of Detroit (after whom the Cadillac automobile was named in 1902), possessed a pioneering, roving spirit. There was a description also of the Cadillac crest, said to have been designed four centuries before Columbus discovered America. It was asserted also that Cadillac was descended from the old counts of Toulouse, who in turn were affiliated with the Royal French stock. History tells a different story!

Most sources now agree that Cadillac borrowed the name and probably designed the crest himself, around the time he married, in 1687. Indeed part of the crest resembles closely the authentic coat of arms of an old neighbor of his, Baron Sylvester of Esparbes [or Esparbès] de Lussan, Lord of Lamothe-Bardigues.

The self-styled Lamothe-Cadillac was in fact of modest origins. He was born Antoine Laumet on March 5, 1658 at St. Nicolas-de-la-Grave, in France's Tarn & Garonne Department. When he wed in 1687, not only did he knock four years off his age (stating it to be 26, instead of 30) but also he invented for himself a noble ancestry. He asserted that his (late) father was one Jean de Lamothe, sieur de Cadillac, Launay & Semontel, a Counselor to the Parliament in Toulouse. He identified his mother as a noblewoman by the name of Jeanne de Malenfant. However, his official birth certificate identifies his father as Jean Laumet, an assistant magistrate in the court at St. Nicolas-de-la-Grave. His mother was Jeanne Pechagut, a modest homemaker.

It was in 1682, at the age of 24, while allegedly serving in the military at Thionville that Laumet began calling himself Cadillac; it was customary in those days, for aspiring young officers to adopt a so-called "nom de guerre" (name of war); "Cadillac" had a good ring.

In 1683, Laumet set sail for the New World and in 1687, in Quebec (which was New France at that time), he married Marie-Thérèse Guyon, niece of French-Canadian privateer, François Guyon. They had met at the Governor's ball at Quebec's Château St. Louis, when she was just seventeen. He signed the marriage register as "Lamothe Launay" and named his mother as Jeanne de Malenfant. The French particle "de" implies noble birth. However, if taken separately, the French words "de mal enfant" literally mean "of the evil child". Was Antoine attempting to be coy by admitting that, in fact, he was "Mommy's bad boy"?

It was relatively common for adventurous Frenchmen emigrating to the New World in those days to usurp the noble title and armorial bearings of true, blue-blooded noblemen back home who - it was assumed - would never find out about it. Laumet was no exception; he borrowed the name Lamothe, possibly on account of its consonance with Laumet. He also took over the noble ancestry associated with the Lamothe name as well as the coat of arms of Baron Sylvester.

The late Harry Pulfer, who researched the Cadillac coat of arms in America, said that its origins were less known although he did assert that the armorial bearings of the Cadillac family had been "set down in French heraldry". I assume he was referring to the records of Canada's Drouin Institute of genealogy. In reality, however, there is no noble Cadillac family to which Antoine Laumet might be connected, nor any crest like the one used on Cadillac motor cars since 1906. The closest such crest is the one belonging to the real Lamothe family.

Re-printed courtesy of the Rocky Mountain region, CLC - USA

cont. next page

his-story

Lamothe Cadillac

Here is 'my story' about the man who is responsible for our beloved club name, 'Cadillac'. If Antoine de la Mothe hadn't of explored the Americas, founded Detroit and was recognised as a great explorer in his own right, maybe Henry Leland would have chosen the name 'Lincoln' instead as he did years later!

The Cadillac coat of arms is a believable montage of bits and pieces of authentic heraldry that Antoine Laumet put together to serve his own purpose. Even though it was duly and officially registered and recorded, circa 1687, by the heraldic authorities of Quebec in New France (now Canada), the only authentic parts of the Cadillac crest are the first and fourth quarterings featuring the legless birds; in heraldry these are known as martlets [merlettes in French]. They are the heraldic adaptation of the martin.

The crest that Laumet "borrowed" still graces the imposing wrought-iron gates of the Château de Bardigues, near Castelsarrasin; he merely changed the colors. He added in the 2nd and 3rd quarters the additional coat of arms of either Virès, in France's Languedoc region, or Albret in Gascony [Source: Report on Canadian Archives, Ottawa, 1911].

The Cadillac family crest is recognized by Canada's Institut généalogique Drouin [the Drouin Genealogical Institute] simply because that crest was duly recorded in Quebec by Laumet-Cadillac himself. As a result, that questionable crest is described also in Tome 1 of the 1951 Belgian Armorial Universel, on p.255 (the entry being cross-referenced "I.G.D." = Institut généalogique Drouin).

There is no record in France of any Lamothe-Cadillac family or crest, other than the one "invented" by Antoine Laumet when he was in the New French Territories.

In 1999, Cadillac announced the first change in its shield-and-crest emblem since 1963. The new, cleaner design was used in company advertising, starting in 1999, and on Cadillac cars beginning in 2002. The crest remains but the crown over the shield is gone, as are also the merlettes.

In the words of writer-historian, Annick Hivert-Carthew, "Wrapped in a cloak of assumed identity and origins ... Cadillac emerges victorious. He has accomplished what many of his detractors have not: a lasting masterpiece -- the city of Detroit. He has achieved immortality."

GM Family crest of Le Sieur Antoine de la Mothe Cadillac adopted for use on Cadillac motorcars in 1905. Registered as a trademark on August 7, 1906. 

Yann Saunders

Compiler of the Cadillac Database

www.car-nection.com/yann



Visit us on the web at www.RMRCLC.com



feature follow-up

ROCK'N'ROLL LEGEND JOHNNY DEVLIN

more from George Akele, CLC Australia



Hi Ron, I forwarded FINZ to Johnny and he has asked me to pass on his congratulations to you for the spread in the magazine. He thought it was fabulous and found the magazine very interesting. That's a great accolade Ron. Well done. George

Accompanying Johnny is Sydney actress and singer, Debbie Neilson - every much a 'Marilyn Monroe-look alike'. Caddy members attending Beach Hop should make themselves known to both Johnny and Debbie. From the CLC NZ, we hope you enjoy yourselves at NZ's premier 'Rock n'Roll retro festival' - Ed.

PHOTO CAPTIONS

1. Johnny Devlin and Sydney Actress/Singer Debbie Neilson". Both will be appearing at the NZ REPCO Beach Hop.



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'98 Seville. 124,600 kms. 2 lady owners. Under the careful ownership by my mother since 2002. Very straight and garaged. More pics available. \$9,000 o.n.o. Email: blane@hemifreight.com or fay.caulfield@vodafone.co.nz



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<< FOR SALE 1955 Cadillac Coupe De Ville. Asking price with personal number plate 55CADY is \$38,000 or \$36,000 without. Purchased in 2009 and inspected at that time by Richard Glasston. Colour Goddess Gold. Have USA work shop manuals and kept a record of all parts missing and purchased parts that needed replacing plus work done privately. Marie Forsyth therockabillyrebels@hotmail.com [Dec14]

^^ 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

John Greenhorn has suffered a major stroke and it is necessary to sell both his favourite Caddies to pay for his care. Do you know someone who can help the family? Ed.

1978 Cadillac Eldorado Anniversary edition at that time. Love that lasted from 1987 to the present time. Other is 2000 Seville. Unfortunately John has suffered a major stroke and must sell his beloved cars. Anyone interested please contact Deborah (09)2961578 or email g.v.littlewood@xtra.co.nz



<< FOR SALE '67 Buick Electra 225 4-door. Totally original, asking Cdn\$18,000. Email Marc D'Hont, CLC Canada mdhont@shaw.ca



<< FOR SALE This ad is for a friend of mine. Husband passed away. Car has to be sold. It is immaculate. Regards – Gavin Antony, Whangamata. '59

Cadillac Coupe de Ville 117000 miles. Gold & lots of extra chrome engine bay. LHD 2 door pillarless with 4 speed Auto trans. Make a reasonable offer. Phone Bev 09 537 6697 or 027 418 5588 [Aug14]



<< FOR SALE Very clean CDV 76,000 miles from new. Been in private collection for the last 25 years. Well optioned, no rust, drives great. \$26,500 delivered in LA for shipping.

>> FOR SALE This is a rare '62 Eldorado with the even less common bucket seat option. A very nice car from a collection it has been in for many years. \$32,000 delivered in LA for shipping. BOTH this and yellow Caddy above can be got from Bill Johansson billsclassiccars@gmail.com



From: Blane Caulfield [<mailto:blane@hemifreight.com>] and [fay.caulfield@vodafone.co.nz] Subject: 1998 Cadillac Seville. Hi Ron . My mother in Auckland is looking to sell her very straight garaged Cadi Seville. Please see attached photos (I can send more photos and information if required) Mileage is 124,600 kms, 2 lady owners and been with my mother since 2002. Asking \$9,000 ono. Regards, Blane



Ron as good as ever, that 55 CDV is lovely Peter Griffiths, UK CLC

Hi all. Click on the link below to see an upside down car in America. Jim, CLC USA: A better idea.....<http://youtube/7rKpEpJGqo> Very funny - Ed

Hi Ron, Thought you might like to look at this short video – you might even like to go over in January and have a little spend-up??? Cheers - Lois Thrupp CLC NZ
Ron Pratte Preview Video-Scottsdale 2015 - <https://vimeo.com/103309553>

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

- > Potomac Region (Washington);
- > CLC Canada; Valley Forge Region, USA;
- > North Texas Region, USA;
- > Rocky Mountain Region Chapter, USA;
- > Motor City Region, Detroit, USA

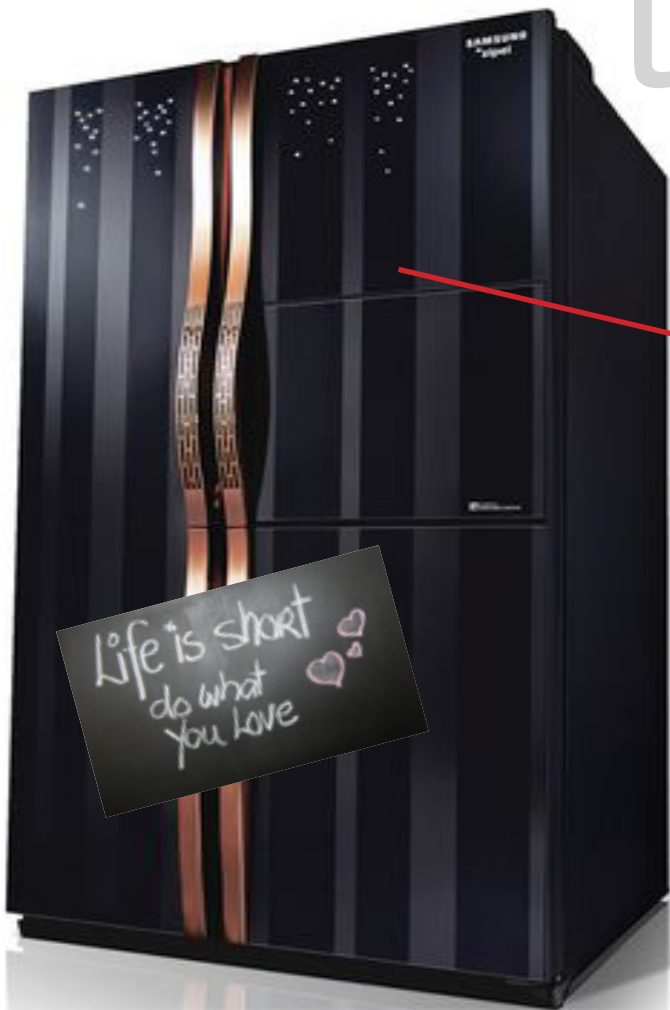
- If you would like an e-copy, please email me: finzmagazine@gmail.com - Ed



CLC Taranaki NZ member Noleen Souber sent in this cool shoe image. Look closely! Ed

the fridge!

This years fridge
is a Samsung
'Encrusted' fridge/
freezer




UPCOMING Events:

February - 1st - Galaxy of Cars - Auckland
14th & 15th Taumarunui to
Whangamoana BoP

March - 14th Marokopa Falls - BoP
Beach Hop - Whangamata

2016 - March - 10th -14th, CLC Aust. Nationals
Victoria



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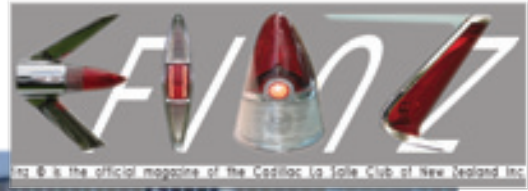
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Please email details of your
planned event to: finzmagazine@gmail.com

Tail Lights



The eighties did produce some nice Eldos.
Roger's from Melbourne in 2014