

# *The Gold Standard*

*The Hampton Roads Region  
of The Cadillac-LaSalle Club Inc.*

*A Monthly Newsletter Dedicated To  
The Preservation of Two of  
America's Finest Automobiles*

*Cadillac*



*La Salle*

Volume V Issue 7 July 2000

**MEETING: JULY 1st - 2 P.M.**  
**Dave & Pat Anderson's House**  
**15171 Kennel Lane, Carrolton, VA**  
(Directions on last page)

## *Message from the Regional Director*

The primary agenda at our June 6th meeting at Dennis' was to plan our summer and despite a smallish turnout, I think we were quite successful.

Since our next regular meeting date falls on July 4th, we decided that it would be prudent and fun to hold the meeting on Saturday, July 1st. Dave and Pat Anderson have graciously offered to host a picnic at their home in Carrolton beginning at 3 PM. Everyone is asked to bring a dish to share. The Anderson's are providing the main substense. Following the picnic, the plan is to caravan into Newport News to attend the Saturday Night Cruise In at Newmarket South Shopping Center. Next month, we resume our normal meeting schedule back at Dennis' on August 1st at 7PM. You will find directions to the Andersons' in this newsletter.

As everyone knows, by now, there is a Saturday Night Drive In at the Giant Square Shopping Center in VA Beach. The Car Club Council has asked all member clubs to volunteer

hosting the drive-in. We have selected to volunteer for August 12th. The hours for this gathering are from 5 pm to 9pm. Our duties are to collect a \$1 dollar parking fee from each attendee. For those who participate, the Greater Grinders Sub Shop provides you free dinner for the night. Give me a call if you are interested.

Lastly, Bettie & I are inviting everyone to our place for a yard party on Sept 2nd beginning at 2 PM. and ending when everyone is worn out. Open for all to enjoy will be the pool, the badminton court, the croquet court, and the horseshoe court. I am asking everyone to bring a dish to pass and I will provide the main substense for our regular Sept meeting. You will find a map to our place in the Sept. newsletter.

As I was writing this message I received a call from Calvin Simmons saying that his wife had passed away on June 6. Our thoughts and prayers are with you, Cal.

Art Matthews

## Hampton Roads Region Officers

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Norfolk, VA 23508  
(757) 489-8968

Newsletter Editor - Don Baker  
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Newport News, VA 23602  
(757) 874-0837

**The FAX number for the club is 868-6555**

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## *Monthly Meetings*

**The Hampton Roads Region meets the first Tues. of the month and start at 7 PM at a local restaurant. The meeting locations are announced in the months newsletter**

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### **Minutes from June Meeting**

1. The director announced descriptions of several cars for sale. These will appear in the Kaddy Korner section next month.
2. Once again, the group was encouraged to develop new strategies for increased membership.
3. The group planned a summer picnic at the Anderson's which will include a caravan to the Saturday Night Drive-in at Newmarket South Shopping Center on Sat July 1st. This will serve as our July meeting.
4. Plans were made to provide host services on August 12th at the Drive-In at Giant Square Shopping Center in Va. Beach. All participating club members will receive a free dinner for their services.
5. An end of summer yard party was planned for Sept 2nd at the home of Art & Bettie Matthews. This outing will serve as our Sept meeting.
6. It was announced that Hampton City Council will consider an ordinance at their June 21st meeting which would prohibit citizens from keeping inoperative vehicles on their own property. Those present were encouraged to attend this meeting in opposition to such an ordinance.
7. Information about this summer's Michigan Tour was shared with those present.
8. A list of car shows scheduled for the month of June was shared with those present.

## **Kaddy Korner**

- 1966 Sedan Deville Eugene Gregory (757) 255-0406
- 74 Fleetwood, 63K, Good Condition, \$7,995, Call Mr. Johnson, 357-3883
- '65 Eldorado Conv. Black w/black top, Brown leather interior, Condition #3, 80,000 miles Make reasonable offer to Norma Armfiels 588-6687
- '85 Eldo Conv. 91K, \$8,700, 249-4562

- 76 Eldo Conv., 34K, Like New, \$19,000, 229-6395
- 78 Fleetwood, 70K, \$6,500, Jon Lorene, 538-3917

### **OTHER CARS**

- 1964 Studebaker Daytona, 4 Dr.- 87K, Excellent Show Car, 259 V8, 3 Speed OD, PS, Fact Air, \$7,000/offer Art Matthews, (757) 868-9717.
- '62 Chrysler New Yorker, 1 owner 80K all original except engine & transmission, Contact Kimsey Sherbert 545-7533

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## **Calendar of Events - 2000**

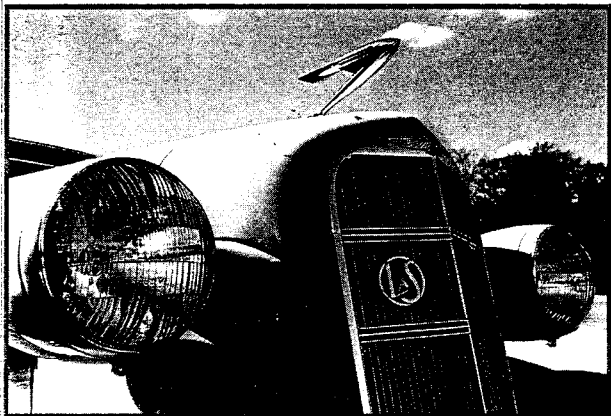
<u>Date</u>	<u>Event</u>	<u>Location</u>
June 24	VW Show	Chesapeake Golf Club
June 24	Schools Out Show	Suffock Airport
June 25	Auto Cross	Langley Speedway
June 27	CCCHR	Old Country Buffet
June 26-30	AACA Founders Tour	Tidewater Area
June 29-30	GM National	Carlisle, PA
<b>July 1</b>	<b>Club Meeting</b>	<b>Anderson's, Carrolton</b>
<b>Aug 1</b>	<b>Club Meeting</b>	<b>Dennis's Restaurant</b>

\*CCCHR - Car Club Council of Hampton Roads

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**Ron Van Gelderen  
and Matt Larson**

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- ★ Detailed account of creation, characteristics, and promotional campaigns of LaSalle
- ★ Text is complemented by hundreds of full-color photographs

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We accept:



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**INQUIRIES: (270) 443-0121**

**FAX: (270) 443-0335**

\* Contributions are gratefully received to further the activities and purposes of the CLC Museum and Research Center. All contributions are tax deductible.

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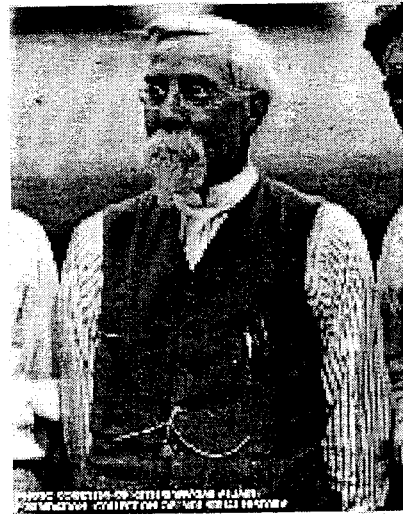
THANK YOU!

## Liberty Leland

June 1, 1917

(Source of article - web site for the history channel)

Henry Leland, the founder of the Cadillac Motor Car Company, resigned as company president on this day. Ever since William Durant had arranged for General Motors to purchase Cadillac, Leland and Durant had endured a strained relationship, but Leland's electric starter had made Cadillac so successful early on that Durant had avoided meddling with the autonomy of his company. Leland's next great achievement at Cadillac was his supervision of his son's proposal that Cadillac should introduce a V-8 engine. Previously, Cadillac, and most other American companies, had only offered four-cylinder engines. The in-line six- and eight-cylinder engines experimented with by other companies had proven troublesome and required constant maintenance. Henry's son, Wilfred Leland, suggested that Cadillac oppose two four-cylinder engines in a V-shaped formation. The idea was not unheard of, as the French automaker DeDion-Bouton had already used such a configuration. But Cadillac aimed to create a more powerful, higher quality V-8 engine. In order to keep the project secret Leland contracted the parts for his new engine to over half a dozen New England firms in such a way that the companies had no idea what the parts were for. They were then delivered to a dummy manufacturing firm called Ideal Manufacturing Company. The new Cadillac car with its V-8 was put on the market in 1914. It was received with a good deal of skepticism, as some people thought that such a complicated engine would create problems for drivers. Nonetheless, the engine proved a great success and was standard in Cadillac's until 1927. The success was followed, however,



by the outbreak of war in Europe. Leland had visited the continent a few years earlier as a part of a contingent of engineers. He had returned to America convinced that war in Europe was inevitable and that it would decide the fate of Western Civilization. He was adamant that the United States would become involved sooner or later, and at the outbreak of the war he urged Durant to let Cadillac convert its facilities to the manufacture of aircraft engines, specifically the Liberty engine. The two stubborn men butted heads. Durant refused to respond to Leland's urgings, and Leland resigned. Durant's assistant Charles Mott suggested that Leland had not resigned but was fired for other reasons. Whatever the circumstances, Leland left and started the Lincoln Motor Car Company. In 1917 he won the first contract to manufacture Liberty engines for the war effort. Leland worked closely with British, French, and American engineers to design a high-production, high-powered twelve-cylinder airplane engine for the war effort. By the war's end, Lincoln had manufactured more Liberty engines than any other single company. GM marquee Cadillac and Buick also manufactured Liberty engines.