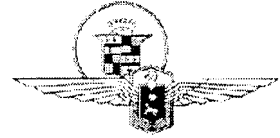


The Gold Standard

*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 3 March 2000

MEETING: March 7th - 7 P.M.
Dennis Spaghetti & Steak House
3356 Western Branch Blvd. Chesapeake
(Directions on last page)

Message from the Regional Director

I don't know about anyone else but I sure am sick of all this crappy weather. By the time you get this message, Mr Groundhog will have already "Done his thing". Here's hoping for lots of top down weather and soon.

Our February meeting turned out one dozen stalwarts to partake of the fine cuisine at Dennis's Spaghetti & Steakhouse in Chesapeake. Those present voted to make Dennis' our regular meeting place for several reasons. The food is excellent, the room is quiet and isolated, the location is easily accessed from I-664 and is convenient for members from both sides of the water. Our next meeting is scheduled at Dennis' on March 7th at 7 PM. I hope

we can have a good turnout for this meeting as we begin to plan for our 2000 show schedule.

At this time of the year every year I have the unpleasant job of reminding everyone about paying their annual dues and about setting a deadline for the collection of the same. As of this writing there are still eleven members who have not submitted their annual dues. If you are one of the eleven, please remit your dues promptly. Failure to do so will result in this issue of the *Gold Standard* being your last. Don't get left out in the cold. I don't want to see anyone lost. One reminder for those who joined last year remember to prorate your dues at the rate of \$1.25 per month and pay only for the number of months you were a member in 1999.

Art Matthews

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The FAX number for the club is 868-6555

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

Minutes from February Meeting

1. The director announced the club has 5 new 2000 calendars left for sale at the nominal price of \$15.00. Get them while they're hot. If you want one, call Art.
2. Dues for 2000 were collected from those present and the group voted to make the next issue of the *Gold Standard* the last one for folks who remain delinquent.
3. The group discussed the various establishments where we have held dinner meetings and voted to make Dennis' our regular place for the time being. Reasons: good food, reasonable price, quiet meeting room, excellent location.
4. The director reported having looked at Al Armfiels's '65 Eldo Convertible and assessed the car at a condition three original. He also reported on a '56 Sedan Deville in Wichita, KS for \$2,500. If you have questions about this one, you might talk to our friend Bob Francis.
5. The director reported on an idea sent in by Jim McCarthy about how to make our brochures more attractive. The group liked and endorsed the suggestion.
6. The director presented an ad for Cadillac watches and key rings at very reasonable rates. You will find these items in this newsletter.
7. The group entered into a lengthy discussion about trophy design for this year's meet. The group voted to change this year's trophies from the standup style from previous years to the plaque style which is wall hung.

8. James Gregg gave a full and complete report on the results of the Winter Board meeting held in Washington, D.C on January 29th.

Kaddy Korner

--1966 Sedan Deville Eugene Gregory (757) 255-0406

--1984 Eldorado, Good Condition, Engine built by Jim Edwards, Brakes recently rebuilt, A/C very cold, Call Dave Anderson, (757) 238-8184

--'66 Model 75 Factory Limo., 51K, Mostly original 2-3 condition, asking \$14,900 Contact Steve Waggoner, 887-0415

--1980 Sedan DeVille Green w/ green leather, 80K miles, 368 cid engine, \$3,000 obo, Call Jim Edwards 486-6289

--78 Seville, 157K, many upgrades, garage kept, asking \$6,000, Contact R.J. Scoggins, 245-6700

--'69 Sedan DeVille, 42K, White w/black vinyl top and red leather. \$7,500 Contact Howard Andleton at 886-9090

--'65 Eldorado Conv. Black w/black top, Brown leather interior, Condition #3, 80,000 miles Make reasonable offer to Norma Armfiels 588-6687

'56 Sedan Deville, 51K miles, Good runner, \$2,500 Larry Blanchard (316) 755-1085 or Bob Francis (316) 722-5312

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

Calendar of Events - 2000

<u>Date</u>	<u>Event</u>	<u>Location</u>
Feb 26	Flea Market, Northern Neck AACA	Kilmarnock
Feb 29	CCCHR	Old Country Buffet
Mar 4	Flea Market, Tidewater AACA	Chesapeake
Mar 7	Club Meeting	Dennis' Restaurant Chesapeake
Mar 10-12	Carolina Auto Fest.	Fairgrounds, Raleigh, NC
Apr 4	Club Meeting	Dennis' Restaurant Chesapeake

*CCCHR - Car Club Council of Hampton Roads

Cadillac Milestones

Reprinted from the June 1999 Motor Service.

1903 - The Model A Cadillac, a 10-hp OHV single that can hit 34 mph and deliver 30 mpg, goes on sale for \$750. A total of 2,497 are built that year.

1905 - The Model D debuts with four cylinders and 30 hp. Cadillac becomes the biggest motor car factory in the world as production reaches almost 4,000.

1908 - Leland imports the first "Jo-block" gauges from Sweden (accurate to the two-millionths). Cadillac wins its first Dewar Trophy for precision. The slogan, "Standard of the World," is adopted. The price of the single is still about half the national average.

1909 - The Model Thirty is introduced at \$1,600. Cadillac is purchased by GM. Emphasis on comfort and luxury, plus great concentration on quality, brings the price up to four times the national average.

1910 - Closed bodies by Fleetwood become standard equipment. Total production tops 10K.

1912 - Cadillac is first with an integrated electrical/ignition system, which includes an electric starter and Kettering point-type ignition. The company wins its second Dewar Trophy.

1914 - Cadillac stops making fours in favor of the first domestic V8. It boasts 314 ci, 70 hp and thermostatically controlled cooling.

1922 - The company brings out the first thermostatically controlled carburetor.

1924 - Cadillac's V8 is the first inherently balanced engine, which feat is accomplished by means of counterweights on the crankshaft.

1927 - LaSalle is introduced as a less-expensive companion to the Cadillac, and 11,000 are sold.

1929 - Changing gears is vastly improved with Cadillac's adoption of Synchro-Mesh Silent-Shift.

1930 - Cadillac introduces the world's first V16, which had OHV, hydraulic lifters, dual carbs. and exhaust, and pumped out 160 hp out of 452 ci. A V12 also appears.

1942-1945 - The company builds light tanks for WWII.

1948 - The redesigned Cadillac gets tailfins reminiscent of the Lockheed P-38 fighter. This motif lasts through 1964.

1954 - One and a half million Cadillacs have been built so far.

1957 - Air suspension appears on the fabulous Eldorado.

1962 - A dual brake hydraulic system becomes standard on Cadillac's five years before it's mandated by federal law.

1964 - Cadillac is first with automatic climate control.

1968 - The 472 V8 with 525 ft.- lbs. has the most torque of any auto engine in the world.

1974 - The company is the first to offer airbags.

1975 - Cadillac becomes the first domestic with practical EFI (the '56 Chrysler system had vacuum tubes!)

1977 - The six millionth Cadillac, a Seville, rolls off the line.

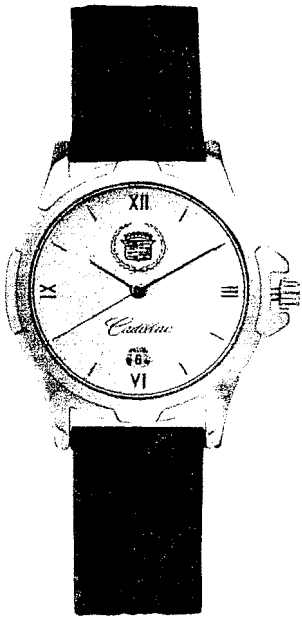
1978 - Production exceeds 350K.

1985 - Cadillac introduces the first transverse engine FWD V8.

1987 - Allante gets the first multiplexed electrical system.

1997 - StabiliTrak arrives, ushering in a new era of dynamic safety systems.

Historically Elegant



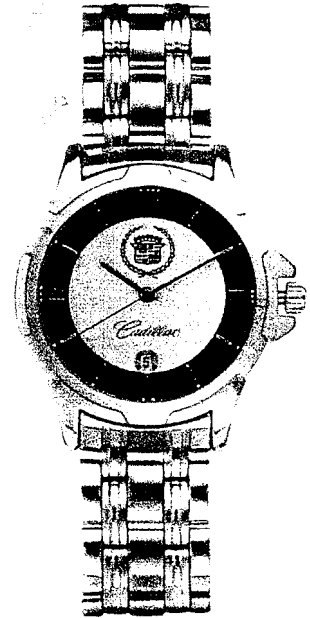
28111 \$30⁰⁰



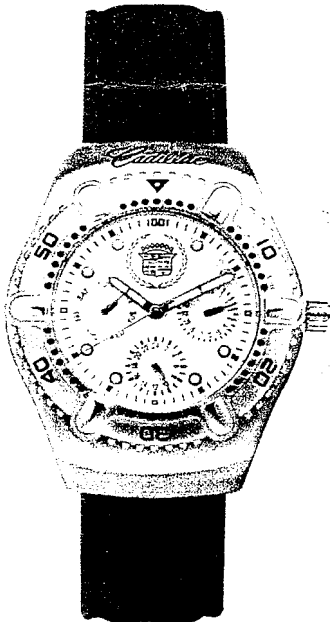
28132 \$30⁰⁰



28151 \$35⁰⁰



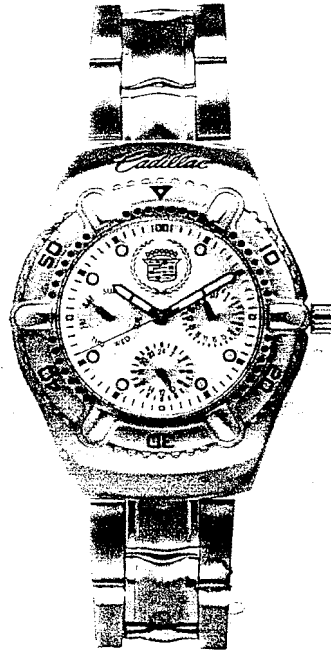
28152 \$35⁰⁰



28211 \$35⁰⁰



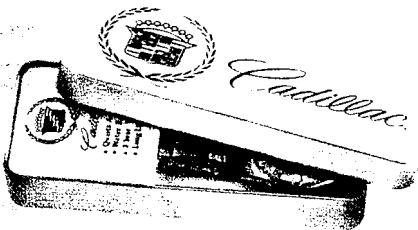
28232 \$35⁰⁰



28271 \$35⁰⁰



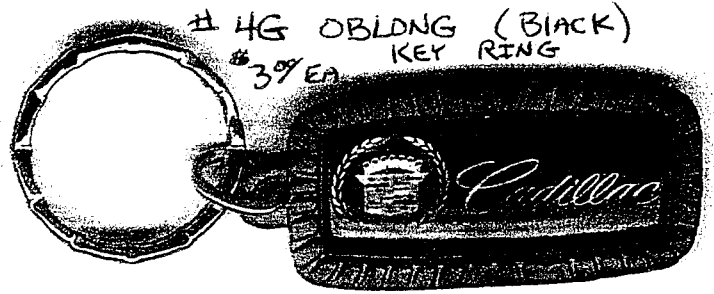
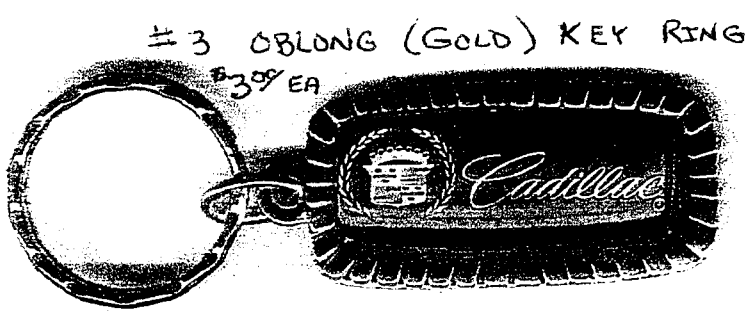
28272 \$35⁰⁰



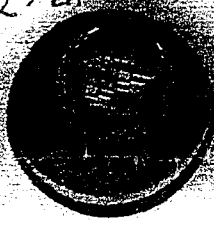
James Hisei's
"I'm Not Lost" Auto Accessories
946 W Pine St. Suite D Upland, CA 91786
Phone (909) 981-6303 Fax

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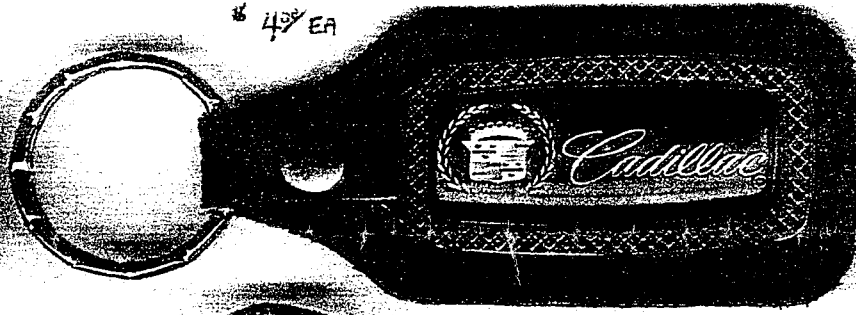
MADE IN THE U.S.A.



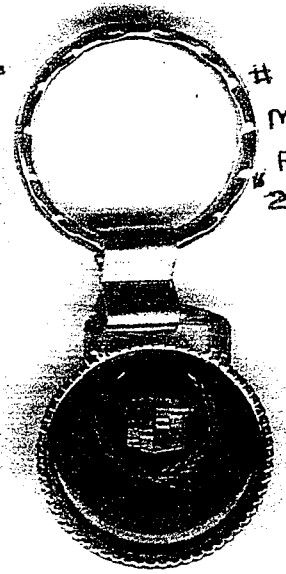
#31 LARGE LAPEL PIN
\$2.99 EA



#5LG THE LEATHER OBLONG KEY RING
\$4.99 EA



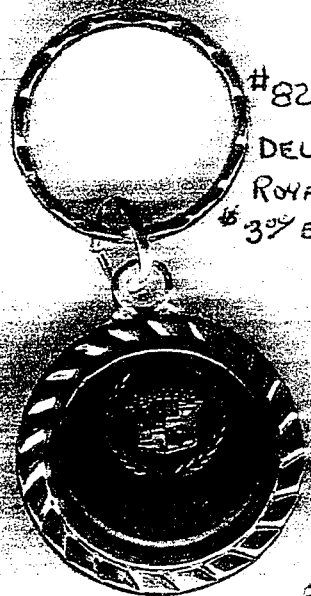
#15 MINI FOB
\$2.99 EA



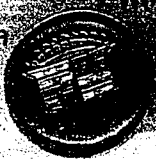
#459 EA
#825
CLASSIC ROYALE
BLACK OR BROWN
LEATHER



#827
DELUXE ROYALE KEY RING
\$3.99 EA



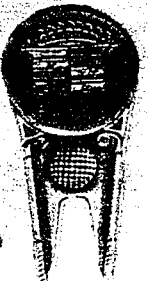
#141GB GOLF BALL MARKER
\$2.99 EA



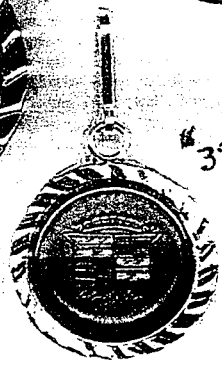
\$2.99 EA
#31A
SMALL LAPEL PIN



#140DF
DIVOT FIXER
\$3.99 EA



\$3.99 EA
#ZPI
ZIPPER PULL



Henry Leland's Super Single

Reprinted from Motor Service, June 1930.

Henry M. Leland, the father of Cadillac Automobile Co., believed in precision and in the longevity and perfect interchangeability of parts that accurate production methods permitted. The New England toolmaker started learning precision techniques at Col. Colt's arms factory shortly after the Civil War, then went on to work for the famous micrometer manufacturer Brown and Sharpe, where he dealt with tolerances in the hundred-thousands of an inch.

Until Cadillac's Model A of 1903 (a 10-hp single), automotive running gear was made to gross tolerances, then hand-fitted by skilled workman. That meant you couldn't just install a spare part: you had to use a file, grinder, abrasive paper, ream, or whatever to make it fit. This was not at all what Leland had in mind. Also, imprecise manufacturing meant big scrapage rate, a slow-running assembly line, and lots of extra labor.

The British were skeptical of anything American, so when Englishman Fredrick Stanley Bennett, who had been importing Cadillac's, claimed that they were manufactured with the highest in the world, the Royal Automobile Club devised a standardization contest to see if this upstart Yankee contraption really had perfect interchangeability of parts (a concept virtually unknown in Europe).

In 1908, three brand-new Cadillac's were tested, their performance recorded (they could all maintain 34 mph), then they were disassembled down to the last nut and bolt. The parts (721 from each) were



jumbled, separated into three complete sets, then reassembled under 'bush mechanic' conditions -- the only tools allowed were wrenches, screwdrivers, hammers, and pliers.

The cars all started on the first crank, then were driven 500 miles, during which they all hit the same 34 mph. R.A.C. pronounced them to be 'in perfect condition', and awarded the company the prestigious Dewar Trophy.

But there's more to the legend. The first single Bennett had delivered to London in 1903 immediately had won two challenging hill climbs and the Thousand Miles Trial (it got 2,976 point out of 3,000 for reliability). Over the next 50 years, the Cadillac covered 250,000 miles, the only repairs being replacement of the drive chains, radiator, gas, and water tanks. In 1953, the 80-year-old Bennett took it on a reenactment of the Thousand Miles Trial, which the car completed at an average speed of 21.2 mph faster than in '03), with bursts up to 42.

No wonder Leland drove his personal '05 single (pictures above), named "Osceola," up until 1930.