

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 11 - November, 2000

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

Message from the Regional Director

Hi Gang. Well, its now all over but the shoutin', as they say.

The 4th annual Cadillac - LaSalle Show is now history. Except for a smallish turnout, once again we had a great show. The weather was a picture perfect, Mike's hotdogs were super, our host, Mike Suttle was the most gracious, and everyone seemed to enjoy themselves. I must say that I was somewhat embarrassed when our three entries won awards and the '79 took best in show. Consequently, I want everyone to know that for next year Bettie and I will enter our cars for display only. I do not want any visitor to ever have any concern about impropriety on the part of the club director.

As we approach the end of 2000, which seems like it just started 45 minutes ago, it is now time for you to decide who you want to run the show for next year. Our November meeting, oddly enough falls on November 7th, election day. The

meeting is at our regular place, Dennis' Spaghetti & Steak House, 3356 Western Branch Blvd. In Chesapeake at 7 pm (directions on last page). The main agenda for this meeting is the nomination of officers for the year 2001. If you want to play an active role in choosing the leadership for this club, it is very important that you attend. Our election process is that we accept nominations for office at the November and December meetings followed by an election at the December Christmas brunch. So, let's see lots of smiling faces on November 7th.

Last month I announced the addition of three new members to our club. This month I am proud to announce the addition of six more. They are: John Pollock from Batesville, VA, Meriwether Folkes from Richmond, Matt Minor from Virginia Beach, William Ficenel from Hampton, and Fred Williamson from Norfolk. Welcome aboard one and all. We look to see you at our next meeting at Dennis's

(Continued on page 3)

Hampton Roads Region Officers

Director - Art Matthews

12 Carroll Drive
Poquoson, VA 23662
(757) 868-9717

Membership Chair - James Gregg

5000 Colonial Ave.
Norfolk, VA 23508
(757) 489-8968

Assistant Director - Viator Trudeau

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Chesapeake, VA 23320
(757) 547-3940

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(757) 489-8968

Sec. -David Anderson

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Newsletter Editor - Don Baker

206 Dabney Drive
Newport News, VA 23602
(757) 874-0837

Treas. - Howard Hodnett

315 60th Street
Newport News, VA 23607
(757) 247-1539

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 October Meeting

1. The director announced that all plans for the meet were either complete or on schedule.
2. Those in attendance were asked to volunteer for the meet duties of taking registrations, parking cars, recruiting new members, and setting up the show field.
3. It was announced that former member Mike Wells was offering to sell his '61 conv. at a discount to any member.
4. The question of a Christmas Party was examined. The group voted to repeat out Christmas Brunch but not at the same restaurant.

Everyone is asked to come to the next meeting with suggestions about an alternate sight.

5. The director presented information about a parts vendor in Williamsburg who has many service manuals for sale. A list is provided in this newsletter.
6. It was announced that there is a member in Mexico searching for a '34 engine.
7. The director announced that seven new members had joined the club in the past 2 months.

Directors message (continued)

One final note. At the last meeting, those present voted to once again have a Christmas Brunch to serve as our December meeting. It was the feeling of the group that an alternate site selection be made and that those with site ideas would present them at the next meeting. Since time is short, I am asking everyone with suggestions to come to the meeting prepared to present details about their ideas. Any suggestions should also consider whether the restaurant being suggested has a private room facilities where we can conduct club business on that day. See you all at Dennis' on the 7th.

Art Matthews

Kaddy Korner

'66 Sedan Deville Eugene Gregory (757) 255-0406

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

'88 Cadillac Fleetwood DeElegance, 4DR, rebuilt 4.5 V8, 4sp T440TX, AM/FM stereo w/cassette tape, DeElegance leather interior, white exterior, alloy wheels, all EC, \$2,450, by "The Caddyman" (757) 486-6289.

Classic 1980 Seville 4DR sedan, 368 cid FI V8, newly rebuilt, FWD, 3sp auto TX, color white, red & white leather interior, pwr moon roof, all Caddy

options, EC, \$2,500, by "The Caddyman" (757) 486-6289

1987 Cadillac Eldorado Barritz, Landau top, 31,000 miles on factory NEW 4.1 V8, 4so T440 Tx, Michelin Tires, alloy wheels, blue on blue, blue leather interior, All the Caddy gadgets, \$4,500 firm, by "The Caddyman" (757) 486-6289

'61 Conv. Mike Wells, 875-9870 Make Offer.

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.

Parts Announcement

Chris Byrd is a flea market vendor who works at Hudgins Motors in Williamsburg. His home phone is 566-3077. He has miscellaneous Cadillac Parts and literature for sale.

He has sales brochures and service manuals for the following years: '74, '75, '76, '78, '81, '82, '86, '95, '96, '98, '99,

He has body manuals for: '71, '73, '75, '79, '80, '82, '83, '84, '88.

He has misc. wheel covers (4 NOS in the box - 92 Brougham - \$100)

He has misc. hood emblems & Caddy script.

Calendar of Events - 2000

Date	Event	Location
Oct 21	Tom Cat Show	Pembroke Mall
Oct 28	Driver Days	Driver
Oct 29	Candii House Show	Northside Park
Oct 31	CCCHR*	Old Country Buffet
Nov 5	Potomac CLC Show	Greenbelt, MD
Nov 5	Colonial Motor Tour	
Nov 19	Toys for Tots Show	Giant Square
Nov 26	SCCA Auto Cross	Langley
Nov 28	CCCHR	Old Country Buffet

*CCCHR - Car Club Council of Hampton Roads

Fuel Revolution

On October 17, 1973, eleven Arab oil producers increased oil prices and cut back production in response to the support of the United States and other nations for Israel in the Yom Kippur War. The same day, OPEC, (The Organization of the Petroleum Exporting Countries), approved the oil embargo at a meeting in Tangiers, Morocco. Almost overnight, gasoline prices quadrupled, and the U.S. economy, especially its automakers, suffered greatly as a result. The U.S. car companies, who built automobiles that typically averaged less than fifteen miles per gallon, were unable to satisfy the sudden demand for small, fuel-efficient vehicles. The public turned to imports in droves, and suddenly Japan's modest, but sturdy, little compacts began popping up on highways all across America. Even after the oil embargo crisis was resolved, American consumers had learned an important lesson about the importance of fuel efficiency, and foreign auto manufacturers flourished in the large American market. It took years for the Big Three to bounce back from the blow; eventually they gained ground with the introduction of their own Japanese-inspired compacts in the 1980s.

(Source: The History Channel web site)

Dec. 10, 17-31 circle your choice

To: Bettie Matthews

FACSIMILE

Fax #: 926-6901

OMNI NEWPORT NEWS HOTEL

Date: 10/10/00

Pages: 2 including this cover sheet

Sorry I did not get back to you sooner, but your fax was just placed on my desk.

Our Sunday brunch starts at 10am and ends at 2pm—we would be happy to accommodate your group in the "upper bistro" area; of course, you would probably want to arrive no later than 12noon.

The cost including tax and gratuity is \$24.00 per person; we have many delicious items that vary each week—some examples are:

Roasted Pork Loin
Lamb chops over garlic mashed potatoes
Blackened Chicken Breast
Filet mignon w/grilled new potatoes
Potato-encrusted grouper

There is always an omelet station, roast beef w/carver, crab legs, scrambled eggs, sausage, bacon, grits, hash browns, dessert station, bagel station—variety of smoked fish; fresh fruit,

I've enclosed a sample for your convenience—please call me with any questions you may have.

From the desk of...

Jeanette Leudesdorff
Director of Catering

Omni Newport News Hotel
1000 Omni Boulevard
Newport News, VA 23606
757-873-6664, ext. 6116

Fax: 757-873-1732

Subject: CADILLAC 1934 MOTOR

Date: Wed, 27 Sep 2000 14:47:08 -0500

From: equiroz@prodigy.net.mx

**To: herbynet@aol.com, clcvp@twave.net, abmatt@visi.net,
caddy5867@aol.com, vincent_florio@ml.com,
CADILLAC CLUB <bortr@aol.com>, lpw31las@aol.com,
jack@mcclow.com, clcpotomac@aol.com, Sr63cdv@aol.com,
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jerrywe@feist.com, lhirsch@attglobal.net, jshively@depauw.edu,
jamespittman@compuserve.com, KTL711@aol.com,
JJFrancis@USWest.net, rbergen@il.net, riley@net-link.net,
irishmurr@hotmail.com, carrcad@webtv.net, signshop@citlink.net,
gmullally@earthlink.net, debronkc@aol.com, dnpcaddy@prodigy.net,
dbwalter@globaltaxhelp.com, wishbone@bigplanet.com,
caddygeo@aol.com, carnotes@pyramid.net,
oldcadillac@worldnet.att.net, cadbooks@pacbell.net**

Gentlemen:

Please help me

I am looking for a 1934 CADILLAC LASSALLE MOTOR

Do you have any idea whom can I buy it from ?

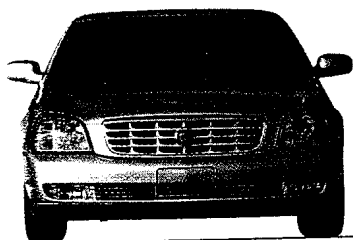
Thank you for your help

Best regards

**ENRIQUE QUIROZ
Mexico City**

AUTOFILE

IN BRIEF



CADILLAC DEVILLE TOURING SEDAN

- LIKES** ■ Better steering feel
 ■ Loads o' luxu features
 ■ Euro styling

- DISLIKES** ■ Still feels heavy
 ■ Still looks huge
 ■ Edgy not edgy enough

FACTS

MANUFACTURER'S DATA

Cadillac Motor Car Division
 General Motors Corp.

100 Renaissance Center
 Detroit MI 48264

Customer assistance:

(800) 458-8006

Internet address:

www.cadillac.com

Country of origin: United States

Number of dealers: 1500

SPECIFICATIONS

CHASSIS

Unibody four-door sedan

DIMENSIONS

Wheelbase (in):	115.4
Length/width (in):	207.2/74.5
Curb weight (lbs):	4047

SUSPENSION

Front: independent, struts, coil springs, shocks, antiroll bar
Rear: independent, semi-trailing arm, coil springs, electronic level control, antiroll bar

BRAKES

F/R: Vented disc/discs, ABS

WHEELS AND TIRES

Aluminum P235/55HR-17
 Goodyear Eagle LS

CAPACITIES

Fuel (gal):	18.5
Cargo (cu ft):	19.1

ENGINE

Front-transverse
 4.6-liter/279-cid V8
 Horsepower: 300 @ 6000 rpm
 Torque (lb-ft): 295 @ 4400 rpm
 Compression ratio: 10.0:1
 Valvetrain: dohc
 Fuel delivery: Sequential electronic fuel injection
 Fuel requirement: 87 octane

DRIVETRAIN

Front-wheel drive
 Transmission: Four-speed automatic
 Final drive ratio: 3.71:1

Geezer No More

But sporty new DeVille still has luxury at heart

THE DEVILLE TOURING SEDAN IS NOT something out of the German Touring Car Championship, but a lot of driving and some track testing modifies our definition of a DeVille. For instance, the steering lets you feel the road and if you hurl the car into a corner, you won't hear that old squeal of skinny rubber pleading for mercy from the mass of the poor, understeering thing. At least, not nearly as much squealing.

What's going on? Cadillac knows the traditional DeVille buyer is changing from a nice, very much older, retired person to what is now a merely aging baby boomer accustomed to European and Japanese cars. So Cadillac had to change. As it did with its Seville, Cadillac made the new DeVille less floaty, more communicative, and generally less-embarrassing-to-be-seen-in than earlier models. "Not your grandparents' DeVille," might be an apt slogan. Maybe not even your parents' DeVille. But will it be yours?

At the track, the DeVille behaved surprisingly well. Through the slalom it felt controlled. "I can place the car with precision," one tester said. "It doesn't plow, it doesn't get tail-happy, it's surprisingly maneuverable."

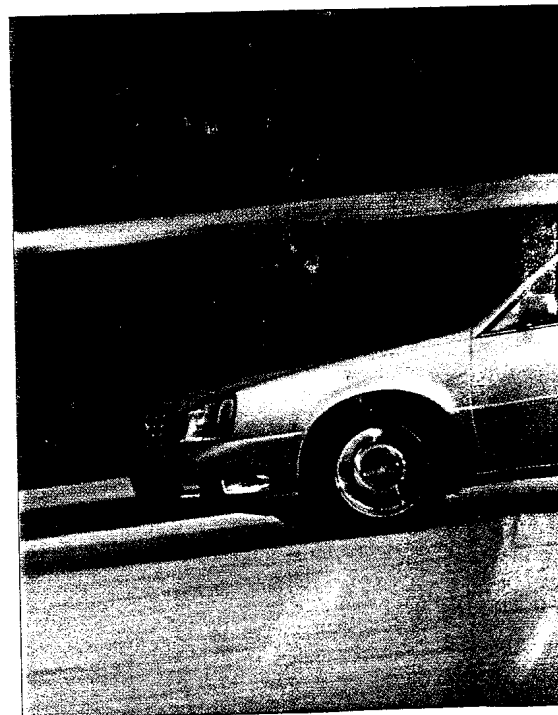
Owners liked the handling, too. The DeVille's slalom speed of 40.8 mph isn't spectacular—it's almost 2 mph slower than the Lexus GS 400 or Audi A6—but it's a tick faster than the Lincoln Town Car (39.1 mph) or Buick Park Avenue (39.7). It's more the increased feel of the road than actual performance that makes us like it. The standard Goodyear Eagle LSs on the DTS have performance dimensions—P235/55HR-17—but their construction tilts toward comfort. Stiffer sidewalls and gooier treads would yield better numbers.

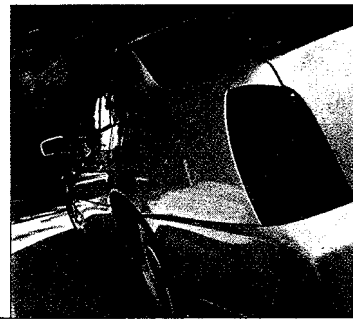
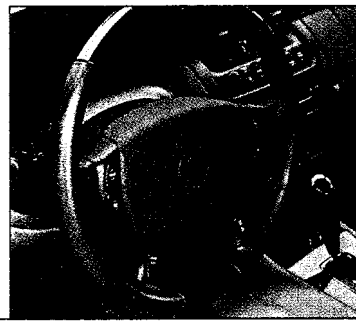
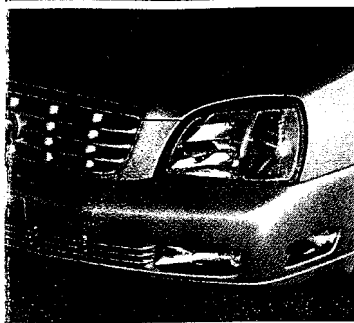
The DTS did well at the drag strip too. Our tester came standard with the 300-hp, 4.6-liter dohc Northstar V8 (other DeVilles make do with 275 hp). That got it to 60 mph in 7.07 seconds, faster than the Jaguar S-type (7.24), Buick Park Avenue (7.97) and Lincoln LS (8.37), and a lot quicker than the Lincoln Town Car (9.58).

Braking was a surprise. The DeVille stopped from 60 mph in just 135 feet, a good figure for a car weighing 4047 pounds.

This new DeVille gives up little of what your parents and their parents before them liked. It has a big interior, with wide, flat 12-way adjustable power seats (with power-massaging lumbar!) and an automatic tilt steering wheel. And it has techno and luxu touches everywhere. This is the first car to offer Night Vision, that infrared viewing system displayed heads-up style to illuminate muskrats, weasels and moose before they become hood ornaments. It has the OnStar package, a navigation system and the old geezer-favorite compass.

So it's still a luxury sedan at heart, trying to learn something from performance cars. The question remains whether that something is enough to lure import-happy boomers into the Cadillac fold. •





VIEWS AND REVIEWS OWNERS

GREAT ROAD CAR. THE BEST I'VE HAD. Average mpg is far from the advertised EPA estimate of 17 city/28 highway. Best average mpg to date is 21 highway.

Driver seat comfort is poor due to inadequate legroom and the center armrest compartment is not at the same elevation as the door panel armrest area. There is about a two-inch height elevation difference with the door panel being lower.

ED RUSNAK, *Valparaiso, Ind.*

THE NEW CADILLAC HAS A MUCH BETTER look than its competitors and performance is fantastic. The new chrome Cadillac wheels, the quad exhausts and the streamlined body make it awesome.

RUDY A. HOPF, *Tampa, Fla.*

I AM VERY PLEASED WITH THE HANDLING, ride and luxury of the DTS. It is totally different from previous DeVilles, and all the changes are improvements. A little more low-end torque would



MIKE DITZ

be appreciated, but there is no complaint about high-end power or the Northstar engine's ability to rev.

It is the best long-distance cruiser I have ever driven, both on the interstates and back roads.

GERRY AMBER, *Colorado Springs, Colo.*

I AM VERY PLEASED WITH THE CAR. IT WAS purchased for use on long trips, now that I am semi-retired. My wife's chronic neck problems were much improved due to the quality of the ride. Build quality is great, as is OnStar. I only wish I had the integrated cell phone that will be available later this year.

TAYLOR H. MAXWELL, *Roswell, Ga.*

INTERIOR CONTROLS ARE IN THE RIGHT places. You can use the cruise with your thumbs without looking or moving your hands off the wheel.

RainSense is worthless, might as well turn the wipers on annoying-high and leave them there. They have effectively removed intermittent wipers. But no way would I give this car up.

LARRY PRINCE, *Akron, Ohio*

U.S. MEDIA

WITH ALL THIS TECHNOLOGY AT WORK, the DeVille displayed eye-opening composure out on the open road. While pushing hard on a twisty two-laner, I launched the DTS over a small dip in the road at about 70 mph. The car landed like a jet sticking to a runway.

Road & Track

THIS NEW DEVILLE CERTAINLY RIDES AS a Cadillac should, despite the firmer DTS sport tuning and big P255/55R-17 tires (sic). Its rolling smoothness and wheel and body damping control are terrific. That's not a surprise given its independent suspension, the stiff, all-new G-platform chassis structure, and fast-acting electronically controlled shocks.

Motor Trend

FOREIGN MEDIA

THE NAME REMAINS THE SAME BUT DeVille is light-years ahead of where it was. Most impressively, it handles well enough that more of its high-end European competition will feel a need to check their rearviews more often.

World of Wheels (Canada)

ROAD TEST DATA

STANDING-START ACCELERATION

0-30 mph:	2.67 sec
0-40 mph:	3.79 sec
0-50 mph:	5.32 sec
0-60 mph:	7.07 sec
0-100 km/h (62.1 mph):	7.47 sec
0-80 mph:	11.41 sec
0-quarter-mile:	91.9 mph, 15.34 sec

ROLLING ACCELERATION

20-40 mph (first gear):	2.4 sec
40-60 mph (second gear):	3.9 sec
60-80 mph (second and third gears):	4.4 sec

BRAKING

80 mph-0:	237 ft
60 mph-0:	135 ft
30 mph-0:	34 ft

FUEL MILEAGE

EPA combined:	22 mpg
AW overall:	17.60 mpg

HANDLING

490-foot slalom:	40.8 mph
Lateral acceleration (200-foot skidpad):	0.77 g

INTERIOR NOISE (dBA)

Idle:	44
Full throttle:	74
Steady 60 mph:	63

PRICING

Base:	\$45,595
As tested:	\$50,685
IntelliChoice target price:	\$47,738
Rebates:	None
Destination charge:	\$720

What owners paid; average:

\$45,845 to \$56,000; \$49,859

Options as tested: Auto-contouring seat (\$995); chrome wheels (\$795); comfort/convenience package, with personalizing package, heated seats, power front lumbar support, power tilt/telescoping steering wheel, trunk mat (\$695); wood trim (\$595); CD changer (\$595); safety/security package, with garage door opener and rear-parking assist (\$400); rear-side airbags (\$295)

Winners at the 4th ANNUAL MEET

Suttle Motors, Newport News, VA
10/14/2000

BEST IN SHOW - Art Matthews - '79 Cadillac LeCabriolet Conv.

- Class I** **1902-1941 - Cadillac and LaSalle**
1st **Mike Suttle - '35 LaSalle Conv.**
2nd **Gene Gregory - '40 LaSalle**
2nd **Al Becker - '30 Cadillac**
- Class II** **1942 - 1958 Cadillac**
1st **Mike Kennedy - '57 Conv.**
2nd **McCoy Sykes - '57 Coupe DeVille**
- Class III** **1959 - 1964 Cadillac**
1st **Rick Phinney - '62 Sedan Deville**
- Class IV** **1965 - 1972 Cadillac**
1st **Viator Trudeau - '68 Eldo**
2nd **Jim & Bobby Edwards - '67 Conv.**
3rd **Fred Williamson - '66 DeVille Conv**
- Class V** **1973 - 1979 Cadillac**
1st **Art Matthews - '79 LeCabriolet**
2nd **Mary & Buddy Brill - '76 Eldo Conv.**
3rd **Ed Partridge - '76 Seville**
- Class VI** **1980 - 1986 Cadillac**
1st **Art Matthews - '85 Eldo**
2nd **Claude Sykes - '85 Eldo Conv.**
3rd **Bob Pellerin - '85 Seville**
- Class VII** **1987 - 1992 Cadillac**
1st **Bill Petty - '92 Fleetwood**
2nd **Bobby Hammond - '92 Seville**
3rd **Phil & Chris Geverty - '90 Seville**
- Class VIII** **1993 - present Cadillac**
1st **William Robbins - '95 Seville**
1st **Bettie Matthews - '94 Seville**