



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 VIII Issue 12 –December 2003

MEETING: December 7th, 2003, 12 noon
Founders Inn
Virginia Beach, VA
(Directions enclosed)

Message from the Regional Director

Well gang, this is the last issue of *The Gold Standard* for 2003. It is also my final month as director of the Hampton Roads Region of the CLC. The only regret that I have is that I have run out of steam and new ideas as club director. It is now time to turn over the reins.

We began the process of nominating officers for the 2004 calendar year at our November meeting. Following is a list of nominations which were made at the last meeting.

Director – James Gregg
Asst. Director – Viator Trudeau
Secretary – Pam Gregg
Treasurer – Bettie Matthews
Newsletter Editor – Doug Waltz

I want to remind everyone that the final nominations and vote will be held at the Christmas Party at the Founders Inn on Sunday December 7th at 12 noon. If you wish to make a nomination on that day, be sure to get affirmation from your nominee that are willing to serve. The elections will be held immediately thereafter.

Since this message will be my last one, I want to say to everyone that I have enjoyed serving you all over the past eight years and I am very proud of what we have been able to accomplish over this relative short period.

I have enjoyed meeting and getting to know you guys and girls and I look forward to the coming years under new management. I still intend to be an active member so I am not going anywhere. I just need time for other activities. Because of the close personal relationship I have with Mike Suttle, I am volunteering to be the annual meet chairman. That however will be my only leadership role within the club.

So, its been nice serving you. Please be as faithful to the next director as you have been to me. Thanks!

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 November Meeting

1. The director reminded all present that the cost of the Christmas Party is \$30 per plate. Everyone is required to prepay their meal by sending their check to Art Matthews prior to 12/7/03. The sooner the better.
2. The director also reported briefly on the Capitol Cadillac Show in Greenbelt, MD. He was the only attendee from our club.
3. Nominations were held for the 2004 officers. Results are as follows:
Director – James Gregg
Asst. Director – Viator Trudeau
Secretary – Pam Gregg
Treasurer – Bettie Matthews
Newsletter Editor – Doug Waltz
4. It was noted that the only planned local event for December is the annual Joy Fund Show, which does fall on 12/7/03, the date of our Christmas Party.

Did you know...???

- Hershey's Kisses are called that because the machine that makes them looks like it's kissing the conveyor belt.
- The name Jeep came from the abbreviation used in the Army for the "General Purpose" vehicle (G.P.).
- $111,111,111 \times 111,111,111 = 12,345,678,987,654,321$
- The Eisenhower interstate system requires that one mile in every five must be straight. These straight sections are usable as airstrips in times of war or other emergencies.
- If you put a raisin in a glass of champagne, it will keep floating to the top and sinking to the bottom.

Calendar of Events – 2003

Date	Event	Location
Dec 7	Christmas Buffet	Founders Inn
Dec 7	MCT 21 st Annual Joy Fund Sow	Autozone, VB

*CCCHR - Car Club Council of Hampton Roads

** VPCCC Virginia Peninsula Car Club Council

First Gasoline-Powered Contest in America

In early 1895, Chicago Times-Herald publisher Herman H. Kohlstaat announced that his newspaper would sponsor a race between horseless carriages. It would be the first race in America to feature gasoline-powered automobiles. Kohlstaat, who was offering \$5,000 in prizes, including a first-place prize of \$2,000, received telegrams from European racing enthusiasts and from automobile tinkerers across America. After delaying the event for several months at the request of entrants who were still working on their racing prototypes, Kohlstaat finally settled on an official race date--November 2. When the day arrived, eighty automobiles had been entered, but only two showed up: a Benz car brought over from Germany by Oscar Bernhard Mueller, and an automobile built by Charles and Frank Duryea of Springfield, Massachusetts. The disappointed Kohlstaat agreed to delay the official race yet again until Thanksgiving, but approved an exhibition contest to be run on this day between the Duryea brothers and Mueller. Enthusiastic spectators gathered along the ninety-mile course from Jackson Park in Chicago to Waukegan, Illinois, and back again, and the Duryea car, driven by Frank, took an early lead over Mueller's motor wagon. However, less than halfway through the race, a team of horses pulling a wagon, frightened by the racket from Frank's noisy car, bolted into the middle of the road and the Duryea automobile was forced off the road and into a ditch. The undriveable car was taken back to Springfield by railroad, and the brothers began hasty repair work for the official November 28 race-date. Mueller was declared the winner of the exhibition by default, but on Thanksgiving Day he would have to face the Duryeas again, in an event that would be known as the Great Chicago Race of 1895.

(Source: The History Channel Web Site)

The page shown below is a copy of a page from the Valley Forge Region newsletter "The Goddess" on the 2003 driving tour written by Toni and David Rothman. Toni is the National Meets and Driving Tour Coordinator.

2003 National CLC Driving Tour: From the Sea To The Stars

By Toni and David Rothman

Remember the popular film "Around the World in 80 Days"? If you consider that rapid travel, how long do you think it would take to travel 400 years in time? During the 2003 National CLC Driving tour, hosted by the Hampton Roads Region, it required only 6 days from Monday, September 1, through Saturday, September 6, 2003 to take in 400 years of U. S. history and culture - **From The Sea To The Stars**.

The driving tour took members from the Welcome Reception at The Cavalier Hotel in Virginia Beach, VA to such memorable sites as the Virginia Air and Space Museum in the City of Hampton and to Nauticus (the National Maritime Center and the USS Wisconsin) in down town Norfolk. Over the next few days, driving tour participants cruised through the Norfolk Naval Base and drove to the beautiful 18th century town of Smithfield (ham town), to Colonial Williamsburg via the James River Ferry, to the Jamestown Settlement, to the Yorktown battlefield, and to Newport News for the Hampton Roads Region annual show at Suttle Motor Corporation. The final event was the banquet in the Patrick Henry Inn ballroom in Williamsburg. Other sites, too numerous to mention, included an art museum, historical homes, and popular restaurants. Congratulations and thanks Bettie Matthews, Driving Tour Director, Art Matthews, Region President, and to the Hampton Roads Region's members for an outstanding driving tour.



Rich Taylor accepting the "Best of Show - Early" award for his 1947 Cadillac series 75 limo. Rich's limo also won 1st place in its class.



David & Toni Rothman's 1975 Eldorado Convertible was selected "Dealer's Choice" by Biggs Cadillac Corporation of Elizabeth City, NC. Their Eldorado also won 1st place award in its class.

Cadillac Sixteen: A New World Standard

News from the Cadillac Motor Car Division — General Motors Corporation

DETROIT - The Cadillac Sixteen is classic automotive seduction with the panache of Cadillac's ultramodern design.

In form, power and opulence, the 2003 Cadillac Sixteen embodies the timeless qualities of an exceptionally luxurious super-sedan with its sleek, gemstone appearance. The rear-wheel-drive Cadillac Sixteen brings forth the exclusivity and grandeur of the custom-built Fleetwood coach cars of the 1930s for today's generation of exceedingly well-heeled customers of discerning taste.

"The Sixteen is a modern interpretation of everything that made Cadillac the standard of the world and can again," said Bob Lutz, GM vice chairman and chairman of GM North America. "It's a reminder of a glorious past as well as a progressive statement."

The name speaks to the car's 16-cylinder, 1000-hp engine and Cadillac's heritage as a maker of fine luxury automobiles. Cadillac's reputation grew during the '30s in part because of the development of the automotive industry's first V-16. The Cadillac Sixteen's grand exterior proportions create an unparalleled presence; its splendid interior is meticulously handcrafted.

The Cadillac Sixteen proportions were crafted with great attention to detail and homage to classic design. It evokes an era when luxury cars were hand-built. GM's designers drew extensively on the traditions of that era in crafting the Sixteen, employing the distinctive talents of leading artisans for the upholstery, instrumentation, interior wood and metal elements, and aluminum body panels.

The Cadillac Sixteen's exterior statement is bold. The aluminum hood is long, giving the Cadillac Sixteen tremendous dash-to-axle dimension; the wheel arches were designed to accommodate 24-inch polished aluminum wheels. The four-door hardtop incorporates an all-glass roof and no B-pillars. Crisp-edged lines of the aluminum body panels accentuate the Sixteen's striking appearance.

Even the engine compartment has drama. With power-operated dual panels hinged about a center spine that runs the length of the expansive hood, it makes an event out of opening the engine bay. The under-hood was designed with the same care and attention as the interior.

The interior is a pure expression of design. Premium materials such as fine woods, precision-cut metals and crystal have all been combined and balanced in harmony in the Cadillac Sixteen. The interior theme is evocative of the posh 1930s-era Cadillacs, but with contemporary style. For instance, the dashboard features a center-mounted Bvlgari clock.

The hand-stitched, Tuscany leather upholstered seats nestle the occupants. The right rear seat features power adjustable slope to recline like a chaise lounge. Warm, hand-woven silk carpets the floor in a light cream color that matches the leather upholstery. The dash, door panels, and front and rear consoles are trimmed with walnut burl veneer inlays. The lighting is architectural, enhancing the mood and desirability of the Cadillac Sixteen's interior space, complementing its shapes and colors. Technique combines with technology for a sophisticated, pampered ambience.

Meanwhile, the custom-designed crystal on the cluster dials offers subtle cues of the Cadillac Sixteen's precise engineering, elegance and craftsmanship.

While GM designers drew inspiration from the ultra-luxury sedan's ancestry, the Cadillac Sixteen is thoroughly modern in its powerplant and technological content.

The Cadillac Sixteen's 32-valve V-16 concept engine displaces 13.6 liters and is mated to a four-speed electronically controlled automatic transmission. The engine features fuel-saving Displacement on Demand technology, debuting in 2004 on some 2005 GM models, which shuts down half of the cylinders during most driving conditions and automatically and seamlessly reactivates them for more demanding conditions, such as brisk acceleration or load hauling cylinders when the driver needs the engine's full power. The engine produces 1000 horsepower and 1000 lbs.-ft. of torque.

The extensive use of aluminum components and structure provide substantial weight advantages. The aluminum-steel chassis employs high-arm SLA suspension up front and independent semi-trailing arm suspension in the rear. Four-wheel steering enhances the Cadillac Sixteen's maneuverability. The front and rear brakes are six-piston calipers with 16-inch rotors.

Electronic amenities include a rear-seat DVD information system, Bose sound system, and the fifth-generation OnStar in-vehicle safety and security communication system. The head and tail lamps feature LED technology.

All told, the Cadillac Sixteen is an ultra-luxury automobile of the first order.

"This car offers premier refinement and craftsmanship," said Cherry. "Its ultra-contemporary technical detailing is evident throughout.

"The Cadillac Sixteen is befitting of the great Cadillac tradition as the standard of the world."

Directions to the Founder's Inn

Take I-64 to exit 286 east onto Indian River Road. (Look for Regent University signs on the interstate. Take the 1st or 2nd light right into Founders Inn.