

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.*

Volume II Issue V May, 1997

Message from the Regional Director

The April Fools day meeting brought us no tricks but we did receive several nice surprises. Those who were absent missed it. George Drummond drove his newly acquired 1948 Limo to display for those present. This is one handsome piece of machinery and George is doing a superb job on his restoration. Dave Anderson was in town and displayed a very nice '84 Eldo which he has just aquired. Dave is still going back and forth between here and Nebraska until he gets his house sold and all affairs in order. Hopefully he and Pat will be with us full time by some time this summer.

We also met our newest member for the first time, Tom DeCantis from Va. Beach. He has recently transferred here from Northern Virginia. We are including a bio on Tom in the Meet-A-Member column of this issue of the Gold Standard.

Yours truly displayed the "Best Cadillac" trophy he brought home from the first area show, The Spring Fling. Mike Suttle sponsored the trophy and was happy to see it come home.

I want to remind everyone that our Editor, Jim Koontz/Jimmy Lester made a plea in the last issue for help with stories, photos and other relevant or feature material. He can't do it alone, and we need everyone to provide input so that we can produce a quality newsletter.

Lastly, for this month, it is time that our Region elects an Asst. Director to preside in my absence. I am sure that times will occur when I cannot attend meetings. This issue was discussed at the April meeting and those present agreed. A motion was made and

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New News

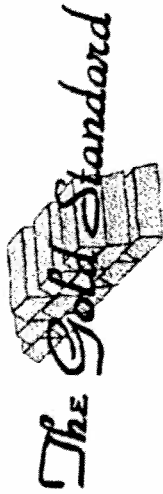
•UPDATE - Tee Shirts. Since our April meeting, we have received a further report on the club logo for our shirt. The producer of the tape was not willing to guarantee perfection on the intricate design so our contact has sent the design to another producer. Now we know what they mean by "snake bit". Kay Shaheen of Thread Connections is hopeful that we may have a tape in hand in two more weeks,

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Next Months' Meeting

Our next meeting of the Hampton Roads Region will be held on Tuesday, May 6, 1997 at 7pm. Meeting site will be at Colonial Cadillac in Norfolk. Hope to see you there.



Calendar of Events

Hampton Roads Region

Cadillac - LaSalle Club



— May 1997 —	— June 1997 —	— July 1997 —
<ul style="list-style-type: none"> • 2-4, Friday thru Sunday - Super Street Weekend Chesapeake Campground - Virginia Vair Fair Williamsburg, VA • 3, Saturday - Menchville High Show Newport News, VA - Poquoson Auto Show Poquoson City Hall - Richmond AACA Show Richmond Fair Grounds • 6, Tuesday 7pm Club Meeting -Colonial Cadillac, Norfolk • 10, Saturday - Lake Taylor Hospital Show Norfolk, VA - Scout Fest '97 Show&Shine Norfolk Naval Air Station - AACA Apple Blossom Meet , Winchester, VA 	<ul style="list-style-type: none"> • 17, Saturday - Courtesy Ford Show/Shine - Tidewater Z-Car Show • 18, Sunday - TCA Car Show - CLC Potomac Region Show Greenbelt MD. - Mustang Spring Show KMart, Virginia Beach • 24, Saturday - Colonial Studebaker Meet Yorktown, VA - Gloucester Car Show Ware Academy • 31, Saturday - 50's Flash Back Courtesy Ford Elizabeth City, NC 	<ul style="list-style-type: none"> • 1, Sunday Ultimate Illusions Show Norfolk, VA • 3, Tuesday 7pm Club Meeting -Suttle Motors Newport News • 7, Saturday - Edenton Auto Show Albemarle Motors Edenton, NC • 22, Sunday Roughton Pontiac Show Roughton, VA
<ul style="list-style-type: none"> • 1, Tuesday 7pm Club Meeting -Colonial Cadillac, Norfolk • 4, Friday - Great American Car Show Waterside, Norfolk 		

Minutes from Last Month's Meeting

1. The Director once again gave an update on the ongoing saga of the Tee Shirts. It is expected that the necessary tape will be prepared so that shirts will be ready for purchase by the May meeting.
2. Results of the Spring Fling were announced and "Matthews Brought Home the Bacon", for Best Caddy.
3. The National Brochures have been received, imprinted with Region information and were distributed to the members.
4. The membership was reminded of the need for a person to step forward to fill the shoes of Jim Koontz as Editor of the Gold Standard.
5. The membership was informed of shows which will occur between the April and May Meetings. Participation is encouraged.
6. The Director informed the group that at the last meeting of the Car Club Counsel, Jeff Locke announced that the Virginia General Assembly repealed the "Clunker Bills". This is good news for hobbyists, but we must stay alert and informed because this monster could emerge again.
7. The need for an Asst. Director was discussed and the membership voted to hold nominations at the May meeting and elections at the June meeting.
8. Mike Suttle was asked to summarize his plans and expectations for the First Annual Cadillac/LaSalle Show at Suttle Motors on October 4th, 1997.



Meet-A-Member

Tom DeCantis is our newest member. He lives and works in Virginia Beach. Tom is a single gentleman who works as a Funeral Director. In that business one becomes well acquainted with Cadillacs. In addition to his 1995 Sedan De Ville, which is his company car, Tom owns a 1976 Fleetwood Brougham and a 1984 Eldorado.

Tom recently moved here from Front Royal Virginia and we anticipate a long association together. Welcome to the Hampton Roads Region Tom.

(Editors Note: I'd like to make this a regular feature of the Gold Standard. However, I don't know anything about you all. Please send me some bio's of yourselves so I can include them here. This is your golden opportunity to see your name in print.)

Kaddy Korner

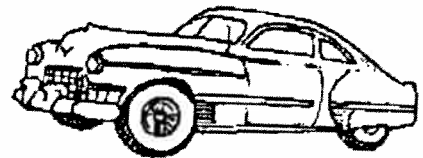
1964 Studebaker Daytona
4dr., P.S. HH, 3sp. OD, 259 V8,
factory air, great for show or go
Art Matthews (757) 868-9717

Wanted

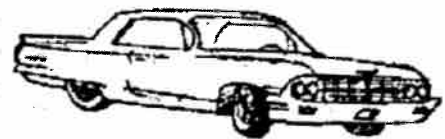
Bumper Jack and Wedge for
'59/'60 Cadillac
in good condition
Jim Koontz (919) 848-4059

Stories, photos, articles, letters
or any kind of material from
you all that I can include in
future newsletters.

I'm running out of material,
help me out here, please.
Jimmy Lester



1949 Series 62 Sedanette



1962 Series 62 Coupe

Cadillac - LaSalle Trivia

How well do you know the history behind the Cadillac - LaSalle names? See if you can answer these questions.

Answers below.

1. On what date was the very first Cadillac automobile completed?
2. What was the selling price of the first Model A Cadillacs?
3. The V-63 model Cadillac of 1924 debuted a new design feature never seen before, what was it?
4. Where did the 1930 - 31 V16 Madame-X Cadillacs get their names?

Trivia answers:

1. October 17, 1902
2. \$750.00
3. Four-wheel brakes
4. From a popular play of the same name.

Source: Standard Catalog of Cadillac 1903-1990

Tech Tip

Checking the fluid level of your automatic transmission at least once a month can prevent costly repairs. There is no gauge or warning light to let you know you have a fluid leak. There may be no indication of a problem until the transmission begins to overheat and slip. If you notice the slip early enough, you may be able to save your transmission — a small leak may be repaired for less than \$50. If you wait until the symptoms are obvious, it may be too late and could cost more than \$2000.

Members' Space

• Did you know . . . the state of Virginia is considering a change in the state law that would classify antique vehicles as personal property, thereby making them eligible for personal property taxation. The proposal is officially House Bill 2177. If you are opposed to this, write a letter to your representative and let them know.

• I started that dreaded task of cleaning out the garage in preparation for our move north. How can one person collect so much seemingly useless crap in 17 years? I ran across a box of old magazines that I had brought with me when I moved down here originally in 1980. Going through them I noticed an article in "*Mechanix Illustrated*" dated March 1981. The article was about a driving test of the then new Cadillac V8-6-4. Having heard bad stories about these engines, I thought it might be fun to see what someone thought of it when they were new.

Basically, the engine is a Cadillac-built 6.0 Liter (368 cubic inch) V8 with digital fuel injection. The engine is rated at 140 hp at 3,800 rpm and 265 ft.-lbs. of torque at 1,400 rpm. Cadillac referred to it as a "modulated displacement engine". What that means is that the engine can run on all eight cylinders, or six of them, or only four, as conditions require. Cadillac hoped this would be an alternative to the noisy, smelly and lackluster diesel engine.

This reporter (Don Chaikin) gave the car and its engine a very favorable report. He reported that the engine "whipped the 4,167-pound Seville Elegante from a stand still to 60 mph in 12.7 seconds. It cruised, passed and climbed hills effortlessly. It started easily and was smooth even when cold, thanks to computer-controlled fuel injection". He further states; "However, for that two ton car to cruise along all day at 55 mph, it really doesn't need 140 hp. According to Cadillac engineers it needs only something around 45 hp. Therefore, it can get away just fine running on six cylinders. Or four cylinders. This is accomplished by the computer commanding under-the-valve-cover solenoids to keep the intake and exhaust valves of selected cylinders closed, under certain conditions. That keeps those cylinders from using any gas.

When the solenoids are engaged, the fulcrum point for the individual rocker arms is changed from the center of the arm to its tip at the top of the valve stem. The rest of the valve train is operational and the rockers are going up and down but they're not opening the valves. The valves' spring tension keeps them closed.

What makes this setup work so well is that it's part-time, on command from the computer. The engine is always balanced and always has enough power to move the car safely and quickly. It doesn't shift out of the eight-cylinder mode at speeds less than 27 mph or until fully warmed up. None of my passengers ever noticed the engine shifting from eight to four or six or back. However, as the driver, I did.

The feel of going from four cylinders to all eight for a moderate, partial-throttle load brings on a feeling of mild surge, almost like a bit of turbo boost. I kind of liked that feeling. It certainly added to the fun of driving the car. Unfortunately, I can see where some Cadillac owners might be offended by the feeling, since it isn't one of silky smoothness. And in some driving conditions, the engine can hunt between four and eight cylinders and the driver might find the seemingly haphazard frequent surge disturbing."

I thought this was a rather good explanation and account of the Cadillac V8-6-4 engine. Hope you enjoyed a look back at another reason why Cadillac is considered the Standard of the World.

Happy Motoring, Jimmy Lester

