

*June 2007*

THE OFFICIAL NEWSLETTER OF THE  
CENTRAL VIRGINIA CADILLAC AND  
LASALLE CLUB

*Rescue Me!*

**One** of our members reported some interesting information about the first Cadillac featured in the May newsletter's "Rescue Me!" segment. Jerry Gaughran wrote that the 1955 Cadillac was actually a Series 62 Coupe that had its top cut off so the car could be used as a U.S. Secret Service vehicle in the movie about the assassination of President Kennedy that was filmed in Richmond in the 1980's. Jerry's sister-in-law was an extra in the movie and Jerry has a 1:24 scale model of the actual Kennedy vehicle which was a converted 1956 Cadillac produced by General Motors specifically for the U.S. Secret Service.

This month's featured automobile is in sad shape appearance-wise. It is a 1972 Sedan DeVille. The vinyl top has been partially removed; there is a fair amount of surface rust and; the car is missing some trims items (wheel covers and rear fender skirts, for example). Also, some parts, like the grill, are damaged. Still, the owner says that it is in great mechanical shape and runs like

a top. Also, the chrome is pretty good. Since the owner isn't asking much (see the price on the window), if you love this body style, this may be the rescue for you. The car is located on Jefferson Davis Highway in Chesterfield County.



The 1972 Cadillacs marked the 70<sup>th</sup> anniversary for the manufacturer, and the 2<sup>nd</sup> year of a new body style. V-shaped emblems also returned to the hood and trunk lid. The DeVille series was now offered in only two models, a two-door and a four-door hardtop.

Standard equipment included variable-ratio power steering; power brakes; power windows; automatic transmission; three-speed wipers and windshield washers; an automatic parking brake release; center armrests, front and rear; four cigarette lighters, and; a 345 horsepower V-8 engine.

These were the longest Sedan DeVilles to date, with a wheelbase of 130.0 inches and an overall length of 226.9 inches. The next year, 1973, energy-absorbing bumpers increased the overall length to 228.5 inches. At a factory price of \$6,390.00, 99,531 Sedan DeVilles went out the door as 1972 models.



## *More Car Shows Are Scheduled*

**With** warm weather bringing the feel of summer, undoubtedly you have had your treasured Cadillac or LaSalle out for a cruise. With upcoming car shows, you can take the opportunity to share your beauty with others who love classic automobiles.

The 5<sup>th</sup> annual “Doghouse Car Show” will be held at the Chesterfield County Fairgrounds on Saturday, **June 2<sup>nd</sup>**. Registration is from 8:00 a.m. to 11:00 a.m. on the day of the show. The cost to enter is \$15.00.

The 38<sup>th</sup> annual Richmond Region A.A.C.A. (Antique Automobile Club of America) will be held **June 9<sup>th</sup>** at the Richmond Raceway Complex. The entrance is Gate 4 off of Laburnum Avenue in Henrico County. They are expecting over 150 show cars. Let’s make sure Cadillacs and La Salles are well-represented.

If you want to go as part of the Club group, contact Ron Threadgill at (804) 363-4055. For registration information, call either 804-550-3586 or 804-550-2141 and leave a message, or email [DGL38@comcast.net](mailto:DGL38@comcast.net).

The “Horsepower Classic Auto Show” will be held at Colonial Downs in New Kent County on **July 14<sup>th</sup>** from 8:00 a.m. to 5:30 p.m. For registration information, call (804) 222-6860.

## *Cadillacs in Miniature*

**This** month’s miniature Cadillac is one that few of us are likely to have ever seen in full-scale. It is a 1934 Aerodynamic Coupe introduced by Cadillac at the Century of Progress in Chicago in 1933 as a prototype. It was General Motors first attempt at streamlining in a production automobile.



The Aerodynamic Coupe was available only over four model years, 1934, 1935, 1936 and 1937. It was built on the Fleetwood 154-inch wheelbase with a V-16 engine producing almost 170 Brake horsepower. In 1934, the factory price was \$7,850.00. Production totals are not available, but by 1936 all V-16 models were built-to-order only. Only 150 V-16 Cadillacs were built in 1934 and 1935 combined, with 14 different models offered at the factory. It is believed that fewer than a dozen of the Aerodynamic Coupes were built.



This model is in 1/18<sup>th</sup> scale and is made by Ricko Models in China. It is well detailed and convincingly conveys the enormous size of the actual automobile.

### *May Meeting Minutes*

**The** May meeting was held on May 10 at Super King Buffet on West Broad Street in Henrico County. Nine members attended the meeting. We are planning to again have a fall show at Moore Cadillac in Henrico County. The website has some new pictures of members' cars.

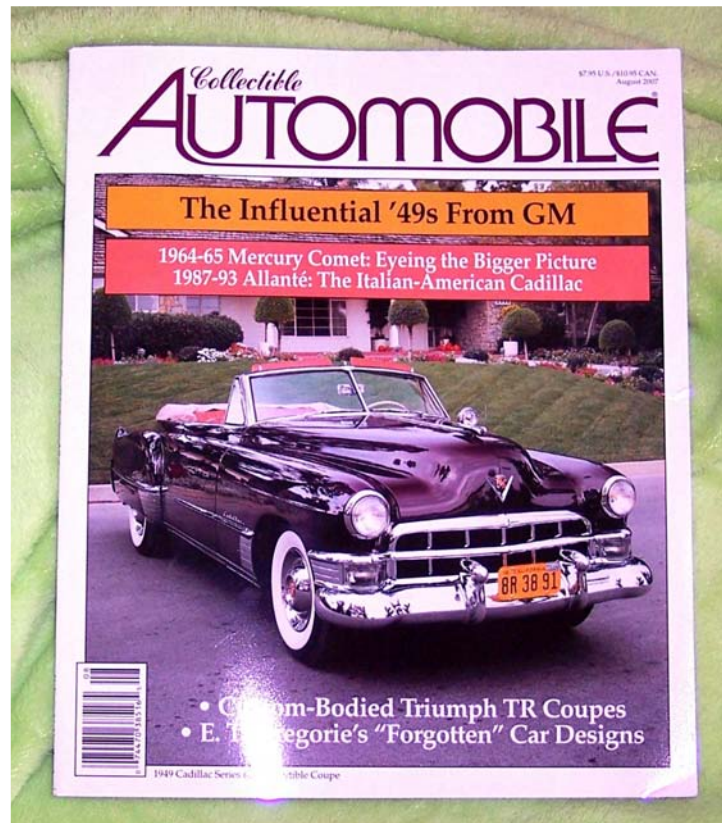
### *May Treasurer's Report*

**The** Treasurer reported that the club has a balance of \$1,436.76. However, the account is frozen due to some new requirements of the federal Patriot Act. The Treasurer has submitted five new forms to the IRS and is waiting for the federal government to process them. Apparently, there are more

rigorous requirements to determine that the club is a non-profit organization not associated with terrorism.

## *Cadillacs in the News*

**The** August issue of *Collectible Automobile* has two articles of interest to members. The first article is about the full line of General Motors models from 1949. Of course, this was the year that the Cadillac Coupe de Ville two-door hardtop was introduced. A Series 62 Convertible Coupe appears on the cover.



The second article is about the 1987 through 1993 Cadillac Allanté'. The magazine refers to this model as the "Italian-American" Cadillac.

The June issue of *Hemmings Motor News* has a couple of Cadillacs for sale with interesting provenances. The first is a 1976 Cadillac Eldorado Coupe whose sole owner was King Leopold III of Belgium. The second is a 1973 Eldorado Convertible that is one of 12 celebrity escort cars used in pacing the Indianapolis 500 that year.

Also in *Hemmings*, for LaSalle fans, someone in Georgia is selling a pair of 1940 Series 5029 4-door convertibles, both with dual sidemounts.

## *Future Meetings*

June 14 Halteh's Pizza – 2005 Huguenot Road in Chesterfield County

July May be a cookout on the 4<sup>th</sup> – look for info in July newsletter

## *Member Challenge Extended*

**Members** agree that the club needs to grow to be stronger and more vital. However, no one won the member challenge that ran from January to May. SO again, each member is challenged to bring a potential new member or members to the June 14 meeting.

Potential members do not need to own a Cadillac or LaSalle. They may simply have an interest or fondness for Cadillacs and LaSalles, aspire to own one in the future, or simply have an interest in classic cars.

A prize will be awarded to the member who brings the most guests to any meetings (June thru December) who become members before January 1. The gauntlet is thrown down once more. The prize will be awarded at the January meeting.

## *What do You Know?*

**How** is your knowledge of Cadillacs and LaSalles? Take the following quiz and see. Answers are in 2007 newsletters (and on the next page).

1. How many 1976 Eldorado convertibles, "the last convertible," were produced?
2. When did Cadillac begin using the term "art and science" design philosophy in their advertising?
3. Should your classic use oil with a performance level of "S" (service) or "C" (commercial)?
4. When did power steering become standard equipment on Cadillacs?
5. By 1964, how many consecutive years had Cadillacs had tail fins?
6. When did automatic heating and air conditioning (Comfort Control) become available?
7. How many Eldorado Broughams did Cadillac build in 1957?
8. In 1976, aside from the Series 75 limousine, what was the most expensive Cadillac?
9. What was the most popular 1967 Cadillac model?
10. What year was the Coupe de Ville 2-door hardtop introduced?

## Quiz answers

1. 14,000
2. 2000
3. C
4. 1955
5. 17
6. 1964
7. 400
8. the new Seville, the smallest model of the year
9. the Deville hardtop sedan
10. 1949

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