

# THE TALEFIN



The Newsletter of the Western New York Region of the Cadillac-LaSalle Club, Inc.

Summer 2013

## THE AMERICAN ANTIQUE CAR BUG It never gets old

by Frank Shattuck, Club Member

Like most of you, I caught the car bug before I reached my teens. As a kid, I would go to the dealers when the new cars came out and get all the literature I could on the new models. At that time 95% of the cars on the road were built by American manufacturers. I could identify at considerable distance all of them.

After I got settled, (graduated, married and with two kids), I decided to purchase an antique automobile. A 1930 or '31 Ford seemed to be a good choice.

My brother-in-law had restored a Model A Ford and had a wealth of knowledge about these cars that he was willing to share. In 1972 I located a 1931 Ford Cabriolet in Albion, N.Y. and purchased it. Over the years, the older restoration was upgraded: paint, motor, top, etc. The Model A spoiled me. Just about every part on the car is readily available at a reasonable price.

Over the years I purchased a few other antique cars, but my favorite, a 1958 Cadillac Eldorado, had not crossed my path. I had first spotted my dream car in the fall of 1957 cruising through the small town where I lived. I was taken by its design. At the arrival of the new millennium, I decided to make an all-out effort to find and purchase one of these cars.

For six years I searched the internet, went to car shows and scoured numerous antique car publications. Finally, I located a '58 Biarritz in Alexandria Bay, N.Y., by looking through the Cadillac-LaSalle Club directory. The owner was contacted and we agreed upon a price that I felt was fair...Well, my wife didn't think it was fair, but I did. The car had a few minor issues. However, it was a restored car with 39,000 miles on the odometer and in beautiful shape.

When I bought the car in 2006, I assumed the hard part was over. You know what they say.... "When you assume you make an ...."

I decided the car should be as original as I could make it. This meant locating several parts: sediment bowl and fuel pump with AC script, windshield wiper arms with cam slots on the base (to allow the wipers to follow the contour of the wrap-around windshield), vacuum control mechanism for the triple carbs, and a chevron that is located near the rear license plate. Another necessity was a gold grill (my car had a silver one). This was originally a \$25,00 option. My wife, being practical, didn't see the necessity of replacing the grill.

It didn't take long for me to realize that I was back to the task of locating items difficult to find. Parts seemed as hard to find as the car had been. Thanks to club members, (one friend in particular), I found some of the parts. After more than 50 calls to antique car parts dealers, I found the vacuum part for the carbs.

The dealer wanted more for this little scrap of metal than my Model A Ford had originally cost. Fortunately, another club member told me that an individual in Canada had the complete carburetor set, with manifold for sale. The price was reasonable so I bought it.

The gold grill is a stand alone story. I purchased another silver grill from a club member. It needed to be plated, but I didn't have to remove the grill from the car during the restoration. It was difficult to find a shop that would plate the grill to the gold finish I wanted.

After a few months of searching, I found a company in Minnetonka, Minnesota that was willing to do the job. They told me it would take at least nine months. I agreed to the price and sent the grill off.

Nine months later, I received a call from the plating company. The owner told me the grill was done and would be shipped the next day. After waiting ten days, I began calling the shop, but never got an answer. During this period, there was a terrible mishap that occurred in St. Paul, Minnesota.

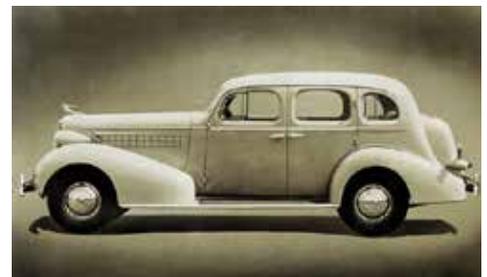
A bridge spanning the Mississippi River had collapsed and several people lost their lives. Later, I looked at a map and speculated that a delivery truck would have taken the route that crossed the bridge to get to Western New York. In the back of my mind, I thought my grill might be on the bottom of the Mississippi. It may sound callous to think I was concerned about my grill when so many people lost their lives. Several weeks later, I received a call from the shop owner. He apologized for not sending the grill out. He had shut his business down for a few weeks to go on vacation. In the rush to leave, he forgot to get the grill in the mail. I was too relieved to be angry. When I finally received the grill it was perfect!

To install the grill, the front bumper has to be dropped. The bumpers on a '58 Caddy are pretty hefty. A friend in the club (same one that helped locate parts) drove out to the country where I live and helped me put the bumper and grill back in the car. Now I've got the car looking the way I want.

This leads me to the point I'm trying to make. There was a discussion at the April meeting about dissolving our club. As we talked about our future, I thought about the benefits of being a member of a local club. It goes well beyond the car shows and Christmas parties. It's also about the friends you make and knowledge they have to share about our cars.

I was relieved to walk away from that meeting knowing that our club will continue to exist.

*My thanks to the officers and friends in the club for all you have done.*





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the official publication of  
the Western New York Region  
of the Cadillac-LaSalle Club, Inc.

Opinions and editorials in  
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are not necessarily  
the policy of the club.

Mailing labels are updated to  
reflect region membership  
at the time of each issue.

# PRESIDENT'S MESSAGE

## GREETINGS, Fellow Cadillac-LaSalle Enthusiasts

If you missed our show on July 14, 2013, at Keyser Cadillac, you missed what has to be the best show I have attended in my 18 years of club membership! When I arrived at Keyser at 10:30 a.m., there must have been 40 cars already on site, and I had all the pre-registrations, thinking I was early!

We thank those club members who helped get the show moving so successfully. Dan Marinola set up the sound equipment and the prize table and performed the emcee duties. Dan Burgess and Jeff Kuemmel directed car parking, Glenn Potkova and Donna took care of registrations, and they were at it throughout the show, as we had 82 cars registered, which continued to come in right until the end.

I mentioned I was late with the pre-registrations so they had to deal with these as well. John Oryszak helped and I know there were others...so please forgive my memory gaps,...after all, I am in my dotage, but a sincere thank you to all who helped in any way. And we had judges, too...11 of them. Bob Morris, Dan Burgess, Jeff Kuemmel, Don Ulrich, Rob Loudon, Tom Pirrung, Cecilio Diaz, Scott McIntosh, and the two Arnaldos.

And, of course, many thanks to all who came out and brought all the great cars. The show was a smashing success!

**Regarding new officer nominations,  
thus far we have received nominations for officers as follows:**

- Director** ..... Jerry Puma
- Assistant Director** ..... Adam Szeluga
- Recording Secretary** ..... Dan Marinola
- Treasurer** ..... Glenn Potkova
- Membership Secretary** ..... Dick Walther
- Editor** ..... John Bray

If you have a name you would like to submit, or if you feel you would like to stand for any of these offices, please let me know post haste, as we would like to have these changes in effect for the new year.

Upcoming meetings will be held on September 7th, October 5th, November 2nd and December 7th, the first Saturday of each month, at Sunny's Restaurant, Batavia City Center Mall, at 1:00 p.m.

Once again, thanks to all who attended our show, to all who helped make it such a success, and I enjoyed seeing all of you at the Valley Cadillac show in Rochester on August 17th.

*Drive safely and enjoy the rest of this "Drive and Cruise" season!*

*- Peter Arnaldo, President*

**It was a hot afternoon at the Keyser Cadillac show. Maybe that was the reason for a record turnout of more than 82 fine autos. Our thanks to all who brought their Cadillac's and LaSalle's.**



Bill Bickle  
1940 LaSalle Convertible



Bill Myka  
1937 Cadillac Convertible Sedan



Peter M. Arnoldo  
1974 Eldo Convertible



Fabrizio Payne  
1958 Coupe DeVille



Randy Goater  
1970 DeVille Convertible



Marc DiGiore  
1985 Eldo Biarritz



Frank Shattuck  
1958 Eldo Biarritz



Don Ulrich 1940  
'60 Special



**WINNERS FROM CADILLAC LASALLE SHOW  
JULY, 2013 AT KEYSER CADILLAC**

**CLASS 1**

- 1st Doug Seibert 1938 75 Coupe
- 2nd Bill Bickle 1940 LaSalle Convertible Coupe
- 3rd Len Sciolino 1941 6127D

**CLASS 2**

- 1st Jeff Kuemmel 1959 Convertible Coupe
- 2nd Frank Shattuck 1958 Eldorado Biarritz
- 3rd Fabrizio Payne 1958 Coupe

**CLASS 3**

- 1st Anthony Regan 1965 Coupe DeVille
- 2nd Joe Manarino 1964 Coupe DeVille
- 3rd John McDonald 1963 Series 62 Sedan

**Class 4**

**DEALER'S CHOICE • Dan Marinola 1959 Convertible Coupe**

- 1st Laverne Wickham 1972 Sedan DeVille
- 2nd Brendan Brick 1976 Eldorado
- 3rd Michael DiFilippo 1975 Eldorado

**CLASS 5**

- 1st Joe Manarino 1984 Coupe DeVille
- 2nd James Brush 1983 Fleetwood
- 3rd Michael DiFilippo 1978 Eldorado

**CLASS 6**

- 1st Ron Leavy 2002 Eldorado
- 2nd Marc DiGiore 2002 Eldorado
- Michael DiFilippo 1991 Fleetwood Brougham

# **DETROIT – CADILLAC ANNOUNCES DETAILS OF A NEW TWIN-TURBO V-6 ENGINE AND EIGHT-SPEED TRANSMISSION**

## **Firsts for the brand and signature features of the all-new 2014 Cadillac CTS midsize luxury sedan that debuted at the New York Auto Show.**

The Cadillac Twin-Turbo V-6 is the most power-dense six-cylinder engine in the midsize luxury segment – a 3.6L with 118 horsepower per liter (88 kW/liter) – and the eight-speed automatic enhances fuel economy and acceleration over a six-speed automatic. “The new Cadillac Twin-Turbo brings a new dimension of technologically advanced performance to the all-new 2014 Cadillac CTS sedan,” said David Leone, executive chief engineer. “Delivering power and sophistication, it marks another large step forward in the product-driven expansion of Cadillac.”

Rated at an SAE-certified 420 horsepower (313 kW) and 430 lb.-ft. of torque (583 Nm), it is the most powerful V-6 ever from General Motors. It also has 15 percent greater power density than BMW 535i’s turbocharged 3.0L six, which is rated at 300 horsepower (223 kW), for a ratio of 100 horsepower per liter (74 kW/liter) – and even the BMW 550i’s TwinPower 4.4L V-8, rated at 400 horsepower (298 kW), or 91 horsepower per liter (68 kW/liter). Power density is a measure of efficiency for an engine’s size.

A pair of smaller turbochargers and an efficient charge air cooler help provide more immediate power delivery. Additionally, approximately 90 percent of the 3.6L Twin-Turbo’s peak torque is available from 2,500 rpm to 5,500 rpm, giving the engine a broad torque curve that customers will feel as strong, willing power in almost all driving conditions, such as accelerating or overtaking traffic on the highway. Those features help the new CTS sedan reach 60 mph from a standstill in an estimated 4.6 seconds and achieve an estimated top speed of 170 mph (274 kph).

The new Cadillac Twin-Turbo will expand the performance envelope of the upcoming 2014 CTS midsize luxury sedan, launching this fall in the United States

The engine will also will be offered in the 2014 XTS large luxury sedan this fall. The new engine is a comprehensive upgrade on the 60-degree, 3.6L DOHC V-6 offered in today’s SRX, XTS and ATS. However, almost every component is unique.

### **New Features Include:**

- All-new cylinder block casting
- All-new cylinder head castings
- Strengthened connecting rods
- Machined, domed aluminum pistons with top steel ring carrier for greater strength
- 10.2:1 compression ratio
- Patented, integrated charge air cooler system with low-volume air ducts
- Two turbochargers produce more than 12 pounds of boost (80 kPa)
- Vacuum-actuated wastegates with electronic control valves
- All-new direct injection fuel system
- Tuned air inlet and outlet resonators, aluminum cam covers and other features that contribute to exceptional quietness and smoothness.

The 2014 CTS sedan will also feature the naturally aspirated 3.6L V-6 rated at 321 horsepower, as well as a 2.0L turbocharged engine rated at an estimated 272 horsepower.

### **Proven Foundation, New Features**

Because the Cadillac Twin-Turbo is based on the same architecture as the existing naturally aspirated 3.6L V-6, it benefits from many proven technologies including dual-overhead camshafts, variable valve timing and direct injection.

### **Key Features Also Include:**

The cylinder block casting is unique to the turbocharged engine with cast-in provisions for turbocharger coolant and oil connections, as well as positive crankcase ventilation passages. It uses nodular iron main bearing caps for greater strength to manage the higher cylinder pressures that come with turbocharging.

The cylinder heads are also unique to the Cadillac Twin-Turbo. They feature a high-tumble intake port design that enhances the motion of the air charge for a more-efficient burn when it is mixed with the direct-injected fuel and ignited in the combustion chamber.

The topology of the pistons, which feature centrally located dishes to direct the fuel spray from the injectors, is an integral design element of the chamber design, as the piston heads become part of the combustion chamber with direct injection. “The high-tumble heads were developed with advanced modeling programs that helped us determine the optimal design in less time and with less trial and error,” said Richard Bartlett, assistant chief engineer for the 3.6L engine. “Literally hundreds of simulations were performed to optimize the port flow, injector spray angle and pattern, and piston topology to produce a highly efficient yet powerful combustion chamber.”

Large, 38.3-mm intake valves and 30.6-mm sodium-filled exhaust valves enable the engine to process tremendous airflow. In some conditions, the continuously variable valve timing system enables overlap conditions – when the intake and exhaust valves in a combustion chamber are briefly open at the same time – to promote airflow scavenging that helps spool the turbochargers quicker for faster boost production.

Hardened AR20 valve seat material on the exhaust side is used for its temperature robustness, while the heads are sealed to the block with multilayer-steel gaskets designed for the pressure of the turbocharging system. As with the naturally aspirated 3.6L, the heads feature integral exhaust manifolds, although upper and lower water jackets were added to the heads to provide uniform temperature distribution and optimal heat rejection. On top of the heads, new aluminum cam covers enhance quietness and are designed with greater positive crankcase ventilation volume to support the turbo system.

### **Integrated Charge Air Cooling**

Another unique feature of the Cadillac Twin-Turbo is its efficient manner of processing the pressurized air charge through the cylinder heads and into the combustion chambers. A single, centrally located throttle body atop the engine controls the air charge from both turbochargers after the temperature is reduced in the intercooler.

This efficient design fosters more immediate torque response, for a greater feeling of power on demand, and reduces complexity by eliminating the need for a pair of throttle bodies. Using a pair of smaller turbochargers rather than a single, larger turbo also helps ensure immediate performance, because smaller turbochargers spool up – achieve boost-producing turbine speed – quicker to generate horsepower-building air pressure that is fed into the engine.

The Cadillac Twin-Turbo's integrated charge air cooling system also contributes to its immediate response, because the compressors blow through very short pipes up to the intercooler. With no circuitous heat-exchanger tubing, there is essentially no lag with the response of the turbochargers. In fact, airflow routing volume is reduced by 60 percent when compared with a conventional design that features a remotely mounted heat exchanger. "It is a very short path from the turbos to the throttle body," said Bartlett. "The compressors draw their air directly from the inlet box and send their pressurized air through the intercooler basically immediately, giving the new CTS a tremendous feeling of power on demand."

"The LSA engine showed us the efficiencies of mounting the intercooler on top of the engine, especially when it came to packaging and maintaining a short, unobstructed path for the air charge," said Bartlett.

"It's efficient and effective – and we wanted to build on that experience."

The air cooler system achieves more than 80 percent cooling efficiency with only about 1 psi (7 kPa) flow restriction at peak power, for fast torque production.

### **Vacuum-Activated Wastegates**

Unique vacuum-actuated wastegates – one per turbocharger – and electronic vacuum-actuated recirculation valves are used with the 3.6L Twin-Turbo for better management of the engine's boost pressure and subsequent torque response for smoother, more consistent performance across the rpm band. The Cadillac Twin-Turbo's vacuum-activated wastegate valves provide more consistent boost control, particularly at lower rpm, to enhance low-rpm torque, for a greater feeling of power at low speeds. They are independently controlled on each engine bank to balance the compressors' output to achieve more precise boost pressure response.

In addition to the vacuum-actuated wastegates and recirculation valves, the engine employs dual mass air flow sensors and an integral inlet air temperature/humidity sensor, a dual-compressor inlet pressure sensor and dual manifold pressure sensors.

### **Eight Speeds, No Waiting...**

The Cadillac Twin-Turbo is paired with a high-performance, paddle-shift eight-speed automatic transmission that offers efficiency and performance advantages over a six-speed transmission – including 1.5-percent greater fuel economy.

The new paddle-shift eight-speed delivers smooth, quick shift performance – as quick as 0.3-second on wide-open-throttle upshifts – with the quietness, smoothness and refinement Cadillac customers expect. Smaller gear steps – closer ratios – support world-class performance, with quicker, more imperceptible shifting.

The wide, 6.71 gear spread of the transmission enables the CTS to deliver strong performance at all rpm levels, while achieving good fuel economy on the highway. A "tall," 0.69-ratio eighth-gear also helps maintain a low engine speed of approximately 1,800 rpm at 70 mph – about 200 rpm lower than a six-speed – which not only enhances efficiency but contributes to a quieter driving experience.

Complete electronic control of the transmission enables it to select the best gear for the driving conditions, allowing the transmission to "skip" one or more gears, if appropriate, when up-shifting or down-shifting. In manual mode, torque converter lockup is used in gears two through eight to balance performance and efficiency, while preserving the maximum torque multiplication in first gear for optimal launch performance.

The CTS development team tailored the transmission for the high torque output of Cadillac 3.6L Twin-Turbo, which included stronger gear sets and a greater number of clutch plates.

Continued from Page 5...

The team also wove in driver-selectable performance features which enable the transmission to hold lower gears during certain performance-driving situations, for a more connected and responsive driving experience with the new turbocharged engine. Paddle-shift control enables the driver manual control of the gear changes, for the ultimate feeling of control of the turbocharged CTS.



## Pictures from AACA Car Show



*Who are these people?*

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There is a website that features  
the original factory brochures for nearly every American car.  
You can select the manufacturer, the year and the model.  
You can also look up the miscellaneous section for old advertisements.

Check it out at:

**[www.lov2xlr8.no/broch1.html](http://www.lov2xlr8.no/broch1.html)**

## Cadillac For Sale

**Model: 1978 Cadillac Sedan DeVille**

Dear Club Members:

I am writing on behalf of my 82 year old father, Ron Gugino, (716.695.1641) who has a 1978 Cadillac Sedan DeVille for sale and is trying to find a buyer for this garaged beauty. Perhaps someone in your car club would be interested?

Presently, this car is for sale at the following location:

**Johnson Auto Electric  
3462 Niagara Falls Blvd  
Wheatfield NY**



The Caddy has been in storage for 30 years and prior to that was in Florida. It has never seen a snowflake.

**This is more specific information about the car:**

- Only 53,000 ORIGINAL miles on this beauty which has been in storage for many years.
- No rust...the undercarriage looks like new!
- 425 cubic in., V8 turbo, 400 transmission.
- Fully loaded with options. Full power, cold AC.
- Champagne color paint with soft tan leather seats.
- NEW TIRES, BRAKES AND 4 SHOCKS.
- Has cargo rear coil springs leveler.
- Senior citizen must sell! Call Ron 716.695.1641 or cell: 716.308.8554.
- \$3,500 or best offer.

Thank you so very much for helping to find a new owner for this wonderful car!

My dad would love to speak with you if you have any further questions.

Sincerely,

Lynn

(Ron's daughter in Phoenix, AZ)

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## A Little Car Humor...

I replaced the headlights in my car with strobe lights, so it looks like I'm the only one moving.

- Steven Wright

## Don't forget to...

Check out the  
The Cadillac – LaSalle  
Club's website  
at

**[www.cadillaclasalleclub.com](http://www.cadillaclasalleclub.com)**

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