



Cruise Nights Are Now Tradition

by D. John Bray

In what is fast becoming an American tradition, Cruise Nights now fill the evenings across the nation as that special car rolls out on display signaling the start of summer and later, the end of summer.

The name Cruise Nights is actually a misnomer and a carryover from the earlier decades when you would literally "cruise" up and down certain streets in your neighborhood in your 'hot rod' or custom car, or any plain old car. It was major social event for guys interested in all aspect of cars and the girls who rode with them. It was also a good opportunity to meet girls.

Today, a Cruise Night means parking your "ride" at a local drive in, bar, bowling alley or anywhere that has a large parking lot and access to food and drink. You pull in, open your hood, and walk around to meet your friends and see what the other guys brought, what they did to their machines and trade stories and advice about cars. It's required to have music from the 50s playing, loudly, to set the scene. Motorcycles are also welcome at the event.

In the Buffalo area there are 38 Cruise Nights listed in the annual Clutch Artists Calendar of Events. They show an event every night of the week except Sunday running from early May to mid September and I'm sure not all Cruise Nights are included as new ones spring up every year.

A big attraction in addition to the cars is that it's free to walk around and enjoy the spectacle.

This goes on all across America as evident by just typing in "Cruise Nights" on any Internet search engine. It's a spinoff of the famous cruise nights of the 1940s and 50s where the cars rolled up and down the street and were depicted in the 1973 film American Graffiti. No more rolling, now we park.

Cruise Nights have a language all their own. Discussions include terms such as "air ride," "Edelbrock or Offenhauser Heads", "all steel body," "two quads," "hood louvers,"

"skirts," "clear coat," "suicide doors," "glass packs," "baby spots", "rolled and pleated," and more esoteric terms. Questions abound, "who did your chrome?" "your upholstery?" "you run nitro in that?", "Stan do the pin striping?", "Moe do your glass?"

And of course, the answers are there. Cars at a cruise night are beautiful machines owned and created by talented individuals who can tear down an engine, replace all the parts with high performance expensive parts, put it all together, and it runs just fine. Many do their own paint jobs, and pin striping is an art. If they don't know how to do something, they know who can, and who is good at it.

It's very expensive to build a street rod or custom car with parts, paint, and upholstery running into the many thousands of dollars. More if you have to pay to have the work done. Some one-of-a-kind paint jobs cost more than \$10,000.

Owners are people who love the automobile and who love making a car into their own personal statement whether it's a hot rod racer or a unique custom design of their own. Many dedicate all their spare time into their personal machine, and they are all proud of it.

A question arises asking if the next generation will continue this Cruise Night tradition or if today's young people have any interest in it. They have other interests now, there is no rush to get their driver's license, and I'm sure they have never "cruised."

But for now, the new 'tradition' motors on, an ingrained part of summer evenings and soon the 'beauties' will be garaged safe out of the winter, waiting to "cruise" once again in the America's spring.

When last seen, Bray was at a Cruise Night explaining to his granddaughter how a 'stick shift' worked.



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The *Talefin* is the official publication of the Western New York Region of the Cadillac-LaSalle Club, Inc. Opinions and editorials in *The Talefin* are not necessarily the policy of the club.

Mailing labels are updated to reflect region membership at the time of each issue. They are provided by Roger Libby, with assistance from our membership director, Dick Walther.

PRESIDENT'S MESSAGE

GREETINGS FELLOW CADILLAC-LASALLE AFICIANADOS

Once again the eternal journey of our earth around the sun brings us to the tilt in our orbit which plunges us into the autumnal shadows, and long experience tells us to put our treasured Cadillacs and LaSalles to bed until sunnier climes return. We have enjoyed what must surely be one of the most beautiful summer motoring seasons ever, and we have fond memories of car shows, cruise nights, and leisurely drives to help us through the dark and dreary winter days ahead.

To recap some of the club's activities this year, we held our January dinner at Salvatore's restaurant, our car show at Keyser in June did not meet with the blessings of the weather gods, but thanks to all who braved the elements and attended. There was good representation at the Ice Cream Social in July, and our show at Rochester in August was held in brilliant sunshine and 90 plus degree temperatures. Maybe fate was trying to balance out the poor weather for the show in June.

For those of you who have occasion to pass by Keyser Cadillac and have noticed all the construction, I'm told the whole facility is being revamped, the show room, service area, customer waiting area. Also the old Cadillac signs from the building are for sale. If you think you might be interested, call Butch Skill at Keyser Cadillac. Stop in and see the new models.

Please see our enclosed flyer for the Post-Christmas dinner in early January.

If you are interested in Cadillac-LaSalle Muse4um calendars, write to:

CLC Calendar Sales
PO Box 6447
Plymouth MI 48170-8447

Calendars are \$15.00, plus \$2.00 shipping in USA

Our meetings will be held Nov. 3, Dec. 1st, Feb. 2nd, Mar. 2nd, April 6th, the first Saturday of each of these months, Meetings are held at Sunny's Restaurant in Rochester. Hope to see you there. Drive Safely.

Peter Arnoldo

**WINNERS FROM ROCHESTER SHOW
AUG. 4, 2012**

CLASS 1

- 1st Doug Seibert
1938 Fleetwood
- 2nd Steve Webster
1954 Cadillac
- 3rd Dick Walther
1949 Cad Conv.



CLASS 2

- 1st Vincent Pigula
1959 Coupe
- 2nd Joe Owen
Biarritz 1956
- 3rd Doug Seibert
1958 Conv.



CLASS 3

- 1st Bob Breissinger
1966 DeVille Conv.
- 2nd Daniel Libuti
1967 Eldorado
- 3rd Bob Breissinger
1964 DeVille Conv.



CLASS 4

- 1st Susan Smith
1972 Coupe DeVille
- 2nd David Smith
1972 Sedan DeVille
- 3rd Peter Arnoldo
1976 Eldorado

CLASS 5

- 1st Richard Roberts
1979 Eldorado Biarritz
- 2nd Stan Rychlicki
1985 Fleetwood
- 3rd John Smnjith
1987 Allante



CLASS 6

- 1st Ray Flynn
1997 Eldorado
- 2nd Adam Szeluca
1993 Fleetwood
- 3rd Bob Louden
1990 Eldorado Biarritz



DEALER'S CHOICE

- Doug Seibert
1938 Fleetwood

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**Restaurant is on the left just past
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One Hour Open Bar at 2:00

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Dessert

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\$35.00 per person payable before dinner. Must RSVP before 12/28/12.

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LASALLE, CADILLAC'S COMPANION CAR

By 1927, when Cadillac had decided it should have a companion as both an entry level vehicle and a counter to the popular Packard, the first LaSalle appeared. The name LaSalle, after the French explorer Rene Robert Cavalier de LaSalle was appropriately chosen to counterbalance the name Antoine de la Mothe Cadillac, the founder of Detroit. To design the LaSalle, Cadillac had lured Harley Earl from California, where he had become

known for designing custom cars for celebrities. Earl's design was a departure from the heavy bodied luxury cars of the day. The new LaSalle he sketched had a long, flowing hood, so called "teaspoon" fenders, chromed "bullet" headlamps. The lines of the entire car flowed smoothly from front to rear. Some models carried different colors on hoods and cowls, giving the then unusual two-tone look.

While the styling was ground-breaking and eye-pleasing, the engineering did not lag behind. A new engine, a special-built V8 that used the new high octane Ethyl fuel was installed, with the intention of eliminating engine knock. Coupled to the engine was a smooth running transmission, and underslung springs gave a lower look and a luxury ride.

LaSalle's originally sold for \$2495 to \$2685. Cadillacs at the same time sold for \$2900 to \$4350, and Packards topped out at around \$5000. As time went on, LaSalle's were sold for as low as \$1240-, even though Cadillac did not stint on state of the art features, such as safety glass and Syncro-Mesh transmissions.

From 1927 through 1940, when Cadillac phased out the LaSalle, approximately 190,000 were produced. Sadly, of these, it is estimated that perhaps 300 are still in existence.

We'd love to hear from you!



As a club, it is important for members to share their experiences that would be interesting to those who love old automobiles especially Cadillacs and LaSalle's. Here are some ideas to get you thinking about your article for our newsletter:

1. How did you find your car? Is there a story that we all can relate to.
2. Interesting experiences with your antique car.
3. Restoration: what to do and what NOT to do.
4. Trip suggestions
5. Experiences at car shows.
6. Your views on the hobby, cars, judging, club, etc.
7. Garages, yours and a garage you saw that we would all love to have.
8. Why I like my model Cadillac or LaSalle

Send your article to the editor will be most appreciative as will the readership. Addresses are:

E-mail: brayjd@dyc.edu

Fax: 716.829.7821

Mail: John Bray, 631 Niagara Street, Buffalo, New York 14201

Or call me to discuss your ideas at 716.829.7818



CLASSIFIED ADS

Classified ads will run for two issues and are free for paid up region members. All ads must include price of item(s) being advertised and MUST be Cadillac/LaSalle related. Business card size ads are \$50 for members and \$60 for non-members for one year (about 5 issues).



2013 Cadillac-LaSalle Club Museum Calendar Order Form

Please send check or money order (sorry, we're unable to accept credit cards) made out to the CLC Museum & Research Center, Inc. (U.S. funds only), indicating quantity desired to:

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E.B. White

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