

CADILLAC & LASALLE REGIONAL UPDATE

The **VOICE** of the Iowa CrossRoads Region



August 2007



**1929 CADILLAC SPORT ROADSTER - MODEL "341B"
COST NEW \$3,350; 90 HORSEPOWER
140 INCH WHEEL BASE; WEIGHT 4,678 LBS.**

Owner and Restorer: Noel C. Friday

This roadster was purchased from Mr. Albro Case in East Windsor, Connecticut in 1959. The car was unrestored, incomplete and had the engine of a later Cadillac.

A "parts car" was purchased in Topsfield, Massachusetts. The restoration process began by making parts that were no longer available. Dozens of brass castings were made. Extra castings of some parts (such as fancy door handles) were made and used for trading stock. There is new wood throughout the body. The top was missing and a Cadillac collector in New Orleans loaned me patterns from his identical automobile. I duplicated the patterns to complete the top. The small door on the back right side is a golf club compartment. The panels above the running boards are for battery and tool storage. This car has an air compressor and hose to use for tire inflation while on the road. It also has a cigar lighter with an interchangeable light bulb on a long cord. The cord is long enough to extend to each wheel area to provide illumination at night for changing of tires.

This restoration project was completed in 1964. This car has been driven, in all weather conditions, on many national caravans throughout the United States. Currently, only 12 of this model and style are known to exist.

DIRECTOR'S COLUMN - AUGUST 2007

Jim Pittman

In a blink of an eye it seems like summer is slipping by.

As I write this, we will be leaving for the Grand National in Savannah in just a few days. We are looking forward to meeting and greeting new and old (old as in friendship, not age) friends. Caravanning from Atlanta to Savannah with other members is an added bonus this year.

We had a nice gathering at the Hawkeye Antique Acres, in Waukee Saturday. There was certainly a lot of history on just a few acres of land.

Please note that our joint meeting this month with the Buick Club has been changed to **AUGUST 18**. Make note of all details, directions, times and location, elsewhere in the newsletter.

We now have a title page for our newsletter. I hope you enjoy it. Karen thought this was an addition we needed, since most newsletters have one. I think she did a nice job of designing it and it is very appropriate.

I want to **THANK** everyone that voted for me on the ballot for the museum board. As they say, your vote counts and I was elected to the board. There were over 1,000 votes cast, the most ever. Thanks again.

Please keep **SEPT. 29** reserved for participation in the parade at Pancake Day in Centerville. More details will follow in September's newsletter about times, caravanning etc. We need to make a good showing.

I'll have a report on the Grand National in next month's newsletter.

Until Next Time

Jim

Joint Meeting with Buick Club - August 18, 2007

Tour to the Tree House, Marshalltown, Iowa

For those wishing to caravan to our joint meeting with the Buick Club, we will meet at "Chips Restaurant" in Ankeny at 8:45 a.m. on August 18 and then proceed onward to Marshalltown, hoping to arrive at the Tree House by 10:00 AM. Fee for the Tree House is \$4.

Directions to the meeting location: take highway 30 east of Marshalltown 3 miles (or if coming from the east, 3.5 miles west of Legrand, exit 192); then ¼ mile north on Shady Oaks Road.

After touring the Tree House, arrangements have been made to have lunch at Tremont Grill Restaurant at 26 West Main Street in Marshalltown. Lunch will be at 1:30 PM. Tom Crooks needs an approximate head count. His email is: dottom@opencominc.com

HAWKEYE ANTIQUE ACRES
JULY 21, 2007
SELECTED PICTURES



CALENDAR OF EVENTS FOR 2007

August 18 Joint Meeting with Buick Club (Details elsewhere in this newsletter)
Sept. 29 Pancake Day in Centerville
October TBA
November Potluck at Friday's in Osceola (Date to be Determined)
December Christmas Party

Arrangements and dates are still pending for some of the following ideas: a trip to the Amanas, the Covered Bridges of Madison Co., the Albaugh car collection.

Please watch the newsletter for details and newly scheduled events. Always remember, "The More the Merrier" so don't miss out on the fun.

MARK YOUR CALENDARS

Welcome to the Iowa CrossRoads Cadillac & LaSalle Region Newsletter!

Please remember . . . The success of our newsletter is dependent upon the contributions made by our members

Nancy Kirstein and Noel Friday are happy to coordinate the production of a monthly newsletter for the Iowa CrossRoads Region. Nancy's email address is: nkirstein@mchsi.com. Her cell phone is 515-229-1427. Noel's phone is 641-342-3137.

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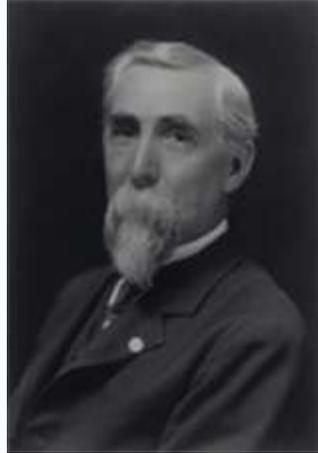
National Cadillac & LaSalle Club www.cadillaclasalleclub.org
Iowa CrossRoads Club: www.iowacrossroadsregion.org
Betts Cadillac: www.bettsautos.com

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Renewal of your National Cadillac & LaSalle Club Dues

Your copy of "The Self-Starters" magazine indicates the expiration date of your national Cadillac & LaSalle Club dues. On the outside wrapper, just above your name and address is the date of your dues expiration.

Henry M. Leland



Henry Martyn Leland (16 February 1843-26 March 1932) (born Barton, Vermont, died Detroit, Michigan) was a machinist, inventor, engineer and automotive entrepreneur.

He learned precision engineering and manufacturing in the firearms industry, where ultrafine tolerances were required. He applied this expertise to the nascent motor industry as early as 1870 as a principal in the machine shop Leland & Faulconer, and later was a supplier of engines to Ransom E. Olds's company, Oldsmobile. He also invented the electric barber clippers, and for a short time produced a unique toy train, the Leland-Detroit Monorail. He created the Cadillac automobile, bought out by General Motors and the Lincoln, later purchased by the Ford Motor Company.

In 1902 William Murphy and his partners at the Henry Ford Company hired Leland as an adviser, and later asked him to sort through problems on the shop floor. A clash quickly came when he gave orders to Henry Ford. Ford understood he was in charge, however, the partners took Leland's side, and Ford was shown the door. Ford got \$900 cash and the designs for a new car he was working on. The partners got the car Ford had been hired to produce. Taking Henry Ford's car they removed his engine and replaced it with the precision single cylinder engine produced by Henry Leland. The directors lost no time in renaming the company Cadillac.

At Cadillac, Leland pioneered many modern manufacturing processes, including the use of interchangeable, replaceable parts that could be manufactured by machine shops. This apparently independent extension of a principle credited to Eli Whitney allowed automobiles to be repaired by independent garages and owners.

The Cadillac won the Dewar Trophy for 1908.

Leland sold Cadillac to General Motors on July 29, 1909 for \$5.6 million but remained as an executive until 1917. With Charles Kettering, he developed a self-starter for the Cadillac, which won its second Dewar Trophy as a result in 1913.^[5]

He left General Motors over the company's involvement in the war effort and formed the Lincoln Motor Company to build Liberty aircraft engines. After the war, the company's factories were retooled to manufacture luxury automobiles.

In 1922, Lincoln became insolvent and was bought out by Henry Ford's Ford Motor Company. Ford's bid of \$8 million was the only bid at a receivers sale. Ford had first offered \$5 million, but the judge would not accept it for a well-equipped company whose assets were conservatively estimated at \$16 million.^[6] After the sale, Leland and his son Wilfred continued to run the company, believing they would still have full control to run the company as they saw fit. Ford assigned a number of their people to Lincoln, they said to learn. However, it soon became clear they were there to streamline their production and stop the loss of money that had bankrupted Lincoln. Relations between the Henry Ford and Leland workers continued to deteriorate. On June 10, 1922, Ford executive Ernest Liebold arrived at Lincoln to ask for the resignation of Wilfred Leland. When it became clear that Mr. Leibold had the full authority of Henry Ford, Henry Leland resigned as well. That afternoon both men were shown out of the factory they had created.^[7]

The Lincoln continues to be part of the luxury line of Ford to this day.

This article taken from Wikipedia