



The Cadillac Club
OF KANSAS CITY

February 2006 Newsletter

Elected Officers for 2006:

President	Paul Ulasien	785-843-6750	pulasien@sunflower.com
Vice president	Doug Redman	816-246-1164	
	DougRedman@earpdistribution.com		
Treasurer	Paul Williamson	816-454-2037	paul@atreng.com
Secretary	Shirley Taylor	913-685-7419	
	shirl.m.taylor@mail.sprint.com		
Newsletter Editor	Judy K. Nelson	913-451-6298	JKNatKC@aol.com
Activities	Marsha Redman.	816-246-1164	mredman@hallmark.com
Membership	Paul Williamson	816-454-2037	paul@atreng.com
ACCKC Chapter Rep	Jerry Taylor	913-685-7419	Jtaylor64@kc.rr.com

A WORD

We have been asked to enter a few of our Cadillacs in the World of Wheels Show at Bartle Hall on March 17-19. The entry fee is \$50. Paul Ulasien has volunteered to enter one of his Cadillacs, and we need more volunteers. Please contact Marsha Redman, who is our Activities Chairman, for further information. We hope we can show at least four of our Cadillacs, and we will also need volunteers to babysit our cars. Remember ACTION!

DUES are past due. This is a reminder that dues are due in January. If you have not paid your local dues of \$15, please bring to next meeting or mail to: Paul Williamson, 4525 NW Baltimore Dr., Kansas City, MO 64116.



YOU'VE COME A LONG WAY, BABY

CADILLAC/USA/ 1902 From the Illustrated Encyclopedia of Automobiles

Cadillacs of the 1920s were, like so many of their contemporaries, well engineered, but dull in appearance. A dynamically-balanced crank came in 1924, a year after four-wheel brakes. In 1928 a new 5.6 ltr. engine (based on the 1927 LaSalle unit) appeared, as did chromium plating and synchromesh gearchange. Chief engineer, Ernest Seaholm's masterpiece, the world's first production V-16, was unveiled in Jan. 1930. Fleetwood coachwork was standard, and 3,863 of this ohv 7.4 ltr. were built, until it was replaced with a sv V-16 in 1938 (just 511 of these were built up to 1940). A V-12, using the V-8 chassis, was also listed until 1937; these were Cadillac's only deviation from the V-8 path.

Stylist, Harley Earl introduced a bold "egg-crate" grille in 1941, and in 1948 came his legendary tailfins, inspired by the P-38 Lightning fighter plane's twinboom empennage. A new short-stroke V-8 of 5.4 ltrs. appeared in 1949, and in 1950 Hydramatic four speed automatic transmission, hitherto optional, was standardized on the 1950 Series 60 Special and 62, and on all cars, except the 75 from 1952. In 1953, a-c was offered and a limited edition convertible, the Eldorado made its debut. (Continued Next Month)

FEATURE OF THE MONTH

By Paul Ulasien



Our 1994 Concourse is a very special and unique automobile. Its origins began at Galen Boyer Cadillac in Independence, MO. As a promotion to introduce the first full-sized Cadillac to feature the Northstar Engine, Galen Boyer commissioned noted custom car designer/builder to “spruce” up a white Concourse that they had just taken delivery on. The “sprucing up” was to be subtle but also make the car as eye appealing as possible.

The designer's modifications met both of Galen Boyer's criteria. Wanting to give the car a wide and low look, first, the standard 3" wide rear fender skirts were extended an additional 4" to the center of the rear wheel hub. An Eibach Spring kit was added lowering the car 2" and finally the lower half of the front air damper and side rocker panels were painted white to give the car the low rider affect that the designer was looking for.

The designer's wife really liked what her husband had done to the car, and they eventually bought the car for themselves. From 1994 until 2000 the car sat more in the original owner's garage than it was driven. In May of 2000 when I found this 1994 in a car ad placed by the original owners and went to see it, this gorgeous 1994 had only 34,000 miles on it. **It was love at first sight!**

Our original intent in shopping for a car was to find a replacement for my wife's aging 1989 DeVille which was approaching 200K on the odometer. When we first saw this 94 Concourse, my wife Sherry could tell by the look in my eye that this would never become her car, it was going to be mine!

Since we've owned this car, it has had a few additions done to it. First of all, I replaced the factory AM-FM-Cassette Active Sound Stereo with a factory AM-FM- Cassette-**CD** Active Sound Stereo that I found from a N.O.S. Cadillac parts distributor in Dallas, TX. The original exhaust has been upgraded to a 3" to 2.5" DynoMax Super Turbo exhaust from the catalytic converter back with tapered chrome exhaust tips. New tires were needed in 2002, so I installed Dunlop SP4 225VR60 x16. It has an oversized throttle body intake fed by K&N air filter. I've played around with various Engine Control Modules which gave the Northstar V8 outstanding performance (e.g. 150 mph top end and 0 to 60 mph ~ 6.0 seconds) , but caused some quirky problems with the ride, so the stock ECM is now back in the car. At its peak, the car had about 333 bhp, but now it runs at about 310 bhp.

Since this car is truly one-of-a-kind, the good Lord willing, it will stay in our family for many, many years. Even though we love our 1976 Eldorado Convertible, this 1994 is still and will always be our favorite.

UPCOMING CC EVENTS

FEB. 26 - REMINDER - MONTHLY MEETING OF THE CADILLAC

CLUB - DICK CLARK'S AMERICAN BANDSTAND,
10975 METCALF, OVERLAND PARK, KS
4:00 PM, Dinner following

UPCOMING EVENTS IN OUR AREA

March 9-11 Kansas City, MO: Greater KC International Auto Show
Bartle

Hall, 301 W. 13th St. KCMO 64105 (New Car Show)

March 17-19 World of Wheels, Bartle Hall, Discount coupons at
Carquest.

April 1 Sedalia, MO; 16th Annual DARE Fundraising Show -
Stock cars, spring cars, go carts, hot rods, classics,
antiques, and hopped up lawn tractors!

Words of Wisdom from author Mark Twain:

1. It's noble to be good; and it's nobler to teach others to be good - and less trouble.
2. Troubles are only mental; it is the mind that manufactures them, and the mind
can forget them, banish them, abolish them.

Safe Driving! Judy