



MONTHLY NEWSLETTER

FLEETWOOD FLYER



Cadillac

LaSalle

CLUB
St. Louis Region

NOVEMBER 2025

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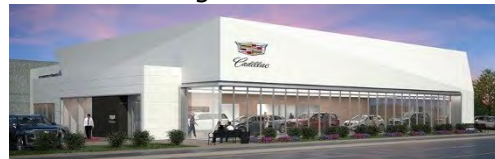
Region Website: <cadillaclasalleclubstl.org>

(submit info to <contact@cadillaclasalleclubstl.org>)

Region Sponsor: ELCO Cadillac

15110 Manchester Road, Ballwin, Mo

Cadillac Sales Manager - **Bill Pastor:** 877-590-6609



NOVEMBER MEETING

Date: Wednesday, November 19th, 2025

Time: 6:00 PM

Where: ELCO Cadillac

Address: 15110 Manchester Road, Ballwin, MO

Note: This is our last meeting of the year.

RSVP: Please RSVP to Craig Masterson at BigV8@swbell.net by **Sunday, 11/16**, for food planning. ELCO will provide pizza and soda for our meeting. Thank You, ELCO!!!

SECRETARY'S REPORT

Officer Elections: As reported last month, our Club's biennial officer elections were held at our October meeting. The positions of Director, Associate Director, and Secretary/Newsletter Editor remained unchanged as Tobiasz, Baker, and Masterson.

After many years of dedicated service, Ted Fivian had decided to relinquish the Treasurer position. Ted, I know I speak for the Club when I say THANK YOU for your service to the Club over

those many, many years. It is very much appreciated! Taking the position as our newly-elected Treasurer is Steve Colesworthy. Steve, THANK YOU for stepping up to the plate and taking on this role.

Fountains to Gateway Tour: Our Kansas City to St. Louis CLC Club tour, including participation by members of the CCCA, Jaguar, Packard, Rolls Royce, and other clubs, took place on October 23 to 26. We had a great level of interest among both local and out-of-area participants. 77 participants attended the various tour events on an à la carte basis. The Tour was a great success with participants giving it rave reviews.

The Tour included the private auto collections of Hunter Engineering, Wayne and Melba Nolan, and Wendell Smith. Classic car dealers Hyman Ltd. and the St. Louis Car Museum were visited. Meal venues included Chuck-A-Burger, Skeeters Frozen Custard, Crusoe's. Additionally, our Friday night banquet (pictured below) at the Westport Sheraton Plaza Hotel was very tasty, both the food and the conversation!



The oldest participating vehicles were 1921 and 1925 Rolls-Royces, as well as 1929 and 1930 Cadillacs. We had 15 vehicles spanning the 1950-1970s including Bentley, Cadillac, Chevrolet, Citroen, Jaguar, Rolls-Royce and Volkswagen.

The weather even cooperated, with the expected weekend rain holding off until Sunday afternoon upon completion of the Tour. Tour highlight photos are included later in the newsletter.

2026 CLC Winter Reunion: Several members plan to attend the 2026 CLC Winter Reunion event in Orlando, FL. The event will be January 7th – 10th. See the national club's website or *The Self-Starter* for more information. Tours to the Mecum Kissimmee classic car auction and to Dezerland Park and its large classic car collection are planned. Plus, who does not want to work on a winter tan?

Post-Holiday Luncheon: Our post-holiday luncheon will be held on Saturday, January 17th, 2026, at Noon, at Zia's on the Hill, 5256 Wilson Ave. With our size group, attendees will have a choice between several entrées for an all-inclusive price of \$31 per person. That price includes the entrée, salad, bread, butter, soda/tea/coffee, a cannoli dessert, tax and tip! Adult beverages may be purchased separately.

Our December newsletter will request event RSVPs and require prepayment for the meal, as we will be billed as one group.

Our prior event location, Favazza's, has changed its policy and now charges a room fee (Zia's does not) and has also eliminated individual checks for our size group.

CLC-StL Vendor List: Distributed with this newsletter is the Club's first draft of our members' recommended St. Louis Region CLC Vendor List. The list has been compiled by Mark Ellison, based upon your submissions. Thank you, Mark, for your efforts on developing and compiling this wonderful informational resource! Members, please submit your vendor recommendations to Mark Ellison at (maellisonod80@gmail.com) with the vendor's relevant information as shown in the list.

Member News: I would like to welcome new members **D.J. and Jann Meyer** to the club. D.J. was introduced to the Club by returning member Lou Dauten. D.J. has an impressive history of muscle-car ownership and restoration. While the Meyer garage does not yet have a Cadillac in residence, D.J. is actively looking for a Cadillac that will garner even more attention than Lou's 1960

Series 62 convertible! On behalf of the Club, Welcome, D.J. and Jann!

2025 CLC-StL Dues—Still only \$15/year! Our November meeting kicks off the annual CLC-StL Region membership renewal. Region dues are paid on a calendar-year basis. The CLC-StL dues schedule differs from the National CLC membership renewal that is based on a fiscal year basis, starting with the month you joined the National CLC.

Reminder!: National CLC membership is required to join and maintain membership in the St. Louis Region. As previously noted, National CLC membership is particularly important regarding your participation in Club events so that you and our Region are covered under the National CLC's insurance policy regarding regional club activities being insured by the national policy. Your CLC-StL 2026 membership dues will not be accepted unless your National CLC dues are current.

An email will be sent prior to the November meeting listing each member's CLC-StL dues status and whether 2026 CLC-StL dues are payable. Some of you have kindly prepaid for multiple years, Thank You! A payment coupon will be included with that email.

Please pay your 2026 dues timely so your Club Treasurer and Secretary can direct their efforts to more enjoyable tasks. If paying by cash, exact \$15 payment is much appreciated!



This month we have another article from John Abend, owner of Captain Cadillac's Cove. John graciously allowed the reprint of his article that I found while searching the for Cadillac parts. John's website, <https://captaincadillacscove.com/>, and eBay store under the same name, sells NOS, New, Used, and Reproduction Parts and Accessories for 1961-1991 models. John, Thank You for allowing us to reprint your great article!

Sending good wishes to all of you this Thanksgiving! Good food that fills your table, good health as you work hard, and good times with family and friends—may you have all the best delights in life.



Craig Masterson

October Gateway Tour

Cadillac LaSalle CLUB
St. Louis Region



Criscoe's



StL Car Museum



Smith

< Hyman Ltd.



**October
23-26
2025**



Skeeter's



Nolen



Chuck-A-Burger



GM's Answer to the Last Convertible

~Enter the Power T-Tops~

(By: John Abend)

With the last convertible rolling off the assembly line in 1976, it was the end of an era of wind in your hair, open air driving. With 1977 coming up, GM wanted to produce a unique car with the feel of a convertible but the convenience of a power sunroof.

So, in a joint effort between Oldsmobile and American Sunroof Company, a new 1977 Oldsmobile Toronado XSR was designed to be produced. Oldsmobile came up with an engineering study and designed retractable power plexiglass T-Tops. American Sunroof Company took the design and produced one XSR in 1976 for the 1977 model year with the Power T-Tops. Not being ordinary T-Tops as with other cars which were removable panels, the power T-tops slid in toward the centerline of the car, stacking over each other for storage. The tops were motor driven and operated by 2 sunroof toggle switches between the sun visor center mount and the leading edge of the roof center bar where the tops were stored.



In the 1977 Oldsmobile large car brochure, page 22 and 23 showed the 1977 XSR that was to be available at dealers. The plan called for 2,000 XSRs to be made but because of production problems in producing the Power T-Top, only one XSR was ever produced. Or at least only one was known to exist till another surfaced decades later.



After Olds decided not to produce the XSR, American Sunroof decided to keep this car since they had done the engineering work and effort to produce the XSR. American Sunroof thought it was an excellent idea to have Power T-Tops that could be added to other cars even though engineers at Oldsmobile claimed the design was "out of tolerance" and would have taken too much time on the assembly line for mass production and at too high a cost. (A nearly \$5000 option at the time!)



Not wanting to abandon the concept and all the work already invested, American Sunroof took the Power T-Top concept to Cadillac. Together, they produced a triple-white 1978 Eldorado which was shown at the Detroit Car Show in January of 1978. So, now American Sunroof had two makes of Power T-Tops that had been produced, the Toronado XSR and the triple-white Eldorado. American Sunroof was still trying to sell the concept of the Power T-Top and using these two cars as demonstration models.

Later in the model year of 1978, a third Power T-Top car was produced as a custom Biarritz Classic. This car was produced as another demonstration car and was actually used as the personal car for Heinz Prechter, Chairman and Chief Executive Officer of ASC Inc (formerly American Sunroof Company).

All the known Cadillac Power T-Top cars were original cars that were shipped to and modified by ASC after having been received by dealers, using the unused T-Top mechanism sets that had been produced for the now abandoned 1977 XSRs. To date, it's believed there to be 12-known Power T-Top equipped cars.

Two are 1977 Olds Toronado XSRs, one being the Firethorn red model that was well known in Oldsmobile circles and was originally thought to be the sole XSR made. This car was sold directly off the assembly line to ASC through a Flint Michigan dealership, which used it as a demo model for shows, trying to sell other companies on the concept. Decades later, a second XSR surfaced. This one being silver (the car in the dealer brochure?) and as lore would have it, was purchased by ASC, converted and kept by an ASC employee who stored it for nearly 40 years. Both cars are now owned by the same person and kept in a private museum collection. There are supposedly two other unconfirmed Toronados with Power T-Tops, one white and one green.



There are (or were) ten 1978 Eldorados created from the abandoned 1977 Toronado XSR program. Known examples are:



Two Triple White Biarritzs and
a White ASC El Deora



A Triple Blue Biarritz



A Triple Yellow Biarritz

A Red ASC El Deora. This car may have been destroyed. It was up for sale at one point around 2004 in Chicago, IL, and appeared fairly mint as seen in this single available pic. In 2019, a Power T-top assembly was listed on eBay for \$750 in Florida. The assembly was still all connected to the roof sheet metal, which was severely rusted in many places and sporting original red paint. This may have been the remains salvaged from this El Deora.



A Black Biarritz with the dealer option "Franciscan" Package. The car popped up for sale in 2019 in the Washington DC area. I am not sure what the Franciscan package entailed beyond unique badging and the Rolls Royce style front grille.



Three Beige/Brown Biarritz Customs, two confirmed and one unconfirmed.



I do believe there may actually be more out there and they may pop up from time to time, or maybe evidence that at least a few more may have existed. There are, for example, pictures taken in the early 1980's of the off-white Toronado XSR that is claimed to be unconfirmed yet possesses an XSR badge on the interior B-Pillar cover in one of the pictures. The car was photographed on a dealer lot for sale, which may have been Frontier Car Company in TX, based on signage in the background.

It's my contention that ASC was probably offering the T-top package to dealers in addition to trying to get Cadillac to factory produce the option. Which is why some of the known cars are ASC El Deora equipped. Very few cars after 1976 had any El Deora treatments installed as the "pimpmobile" custom fad was fading away and such embellishments could now simply be ordered from a J.C. Whitney catalog rather than shipping a car to ASC facilities for conversion. ASC could have used Power T-tops as a super exclusive, top-tier option offering for anyone interested in ASC's existing El Deora packages.

In any case, ASC officially buried the program somewhere around 1981 after no manufacturers picked up on it, and increased demand for their staple products like sun/moonroofs kept them more than busy throughout the 1980's. Had GM went ahead with the power T-tops, there probably would have been Camaros & Firebirds, G-Bodys and other top of the line coupes flaunting this truly unique option. But all we ended up with is some urban automotive legends and a handful of GM unicorns.

(Additional photos from www.autoevolution.com)



❖ BLAST FROM THE PAST ❖

(1955)



Protect your family harvest of prosperity . . . with care for full, thrifty values! It pays to finance where you buy your new cars, when your General Motors Dealer uses the GMAC Thrift-Guard Plan. Make a down payment sufficient to safeguard your car investment and to build higher trade-in value from the start. The GMAC Plan gives you extra financing benefits. You receive truly considerate help toward thrifty ownership if your circumstances change. You have expert help available in emergencies through over 270 GMAC offices in the United States and Canada.

In case of loss or damage to your car, away from home, the nearest General Motors Dealer can help to prevent undue delay by speeding adjustment service! *Ask your own Dealer about all the extra values of this GMAC Thrift-Guard Plan that protect your car investment!*

IT PAYS TO FINANCE WHERE YOU BUY YOUR CAR • ASK YOUR DEALER
in CHEVROLET • PONTIAC • OLDSMOBILE • BUICK • CADILLAC new cars, and used cars of all makes;
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The Plan that has helped Millions buy cars "on time"



GENERAL MOTORS ACCEPTANCE CORPORATION

VACUUM LINE COLOR CODING

(By: Craig Masterson)

If you have ever crawled under the dashboard of your collector car or stuck your head into the deep abyss of your engine bay you may have seen many vacuum lines (hoses) that are used to operate various systems/assemblies within your car including:

System / Assembly	Years Common	Function of Vacuum
Parking brake	1940s-70s	Parking brake release
Windshield wipers	1940s-50s	Motor actuation
Distributor advance	1940s-70s	Spark timing control
Power brake booster	1950s-70s	Brake assist
HVAC controls	1950s-70s	Door and vent actuation
Headlight doors / covers	1950s-70s	Open/close control
Door locks / trunk release	1950s-60s	Lock/unlock actuation
Transmission modulators	1950s-70s	Shift control
Emission / choke devices	Late 1960s	Air-fuel and emissions control

To help bring order to this routing nightmare of vacuum hoses, manufacturers often color-coded these hoses with a distinctly-colored stripe running the length of the each hose. This color-coded organization of the hoses helped to increase the speed and efficiency of assembly by making each hose visually distinct, helping to identify the various vacuum circuits during maintenance or troubleshooting, and providing additional safety by preventing accidental misconnection of hoses.

Even today most OEM vacuum lines are made from rubber (EPDM or nitrile blends), although silicone dominates modern high-performance and replacement hoses.

Rubber hoses are prone to hardening and cracking over time, resulting in vacuum leaks. You can imagine what the flexibility and elasticity of a 65-year-old rubber vacuum line is. While having our 1959 Cadillac HVAC system restored, including new vacuum lines, I needed new hoses in the correct diameter and length, but also wanted to retain the striped color-coding for ease of replacement and authenticity.

Upon searching the internet for these color-coded hoses, I discovered there was no acceptable solution for my needs. Certain popular models such as Mustang, Camaro, Corvette, etc., do have some color-coded vacuum line sets available for certain vehicle assemblies. While the set may include several colors of hose, I was unsure of the hose diameters and lengths by color, and whether they would meet my needs, since no hose set specifications were provided. These hose sets can cost \$90-\$100, too much money for not providing any set component specifications.

I found only one vendor that sells individually-color-coded, striped vacuum hoses by the foot. I chose not to try their product for several reasons. The hose in each color was available in only one diameter (5/32"). I wondered, *was this hose diameter standardized across the OEM industry, even back in 1959?* I needed some hose in other diameters as well. I found online pictures of this vendor's hoses in use with the color stripes cracking and crazing, even flaking off. And, the vendor was also asking \$5 per foot for these color-coded hoses before shipping costs. No, thank you! I passed on those hoses.

The solution? I would need to acquire the correct diameter and length hoses from my local auto parts store and "stripe" them myself. But how and with what? NOTE: My solution three years ago may vary from what today's internet artificial intelligence (AI) search recommends.

The current AI recommendation is to paint the color stripe using a xylene-based permanent paint marker or an oil-based paint pen designed for rubber. It is claimed that these paints adhere strongly, resist smudging, and remain visible on flexible surfaces like vacuum hoses. Three years ago, not knowing that, I used a product that appears to be holding up well so far—**POSCA** brand, water-based paint pens (purchased at Hobby Lobby for \$20). If I had to do it again, I would use the AI-recommended paint pens. You should be able to find the necessary paint pens in a variety of colors that should meet your needs (or pretty close).



Regular paint does not work well as rubber is flexible and non-porous; so, standard acrylic or spray paints tend to crack or peel quickly. Vacuum hoses flex and temperature swings makes permanent paint adhesion extra challenging.

To create the stripe, I purchased two different widths of four-foot length, narrow aluminum U-channel to “slot” the hose into the channel. This channel provided a nice, straight hose “striping jig”. I could then rest my hand or the paint pen along one edge of the U-channel and then slowly pull a paint stripe down the length of the hose. Four feet of hose was more than enough, but you can reposition a longer hose if required. This method works well, if you take your time and pull the paint pen along the hose slowly to allow the paint to flow from the tip. You can also vary the stripe width. My pens have a reversible tip with different widths. Or, you can adjust the application angle of the tip when applying the paint to the hose.



An online suggestion was to mask the desired stripe width on the hose with pinstripe layout tape. *Really?* That would be virtually impossible with both the twisting of the hose and its small diameter.

Even with the correct paint, you will need a bit of prep work. A few extra tips to consider are:

Surface prep: Clean the hose section thoroughly (remove oil, dust, residue). A light wipe with isopropyl alcohol helps adhesion. A light pass with some fine-grit sandpaper may provide more “bite” for the paint to adhere well.

Rubber condition: If the hose is old and the rubber is flaky or chalky, paint may not adhere well. Replace that hose!

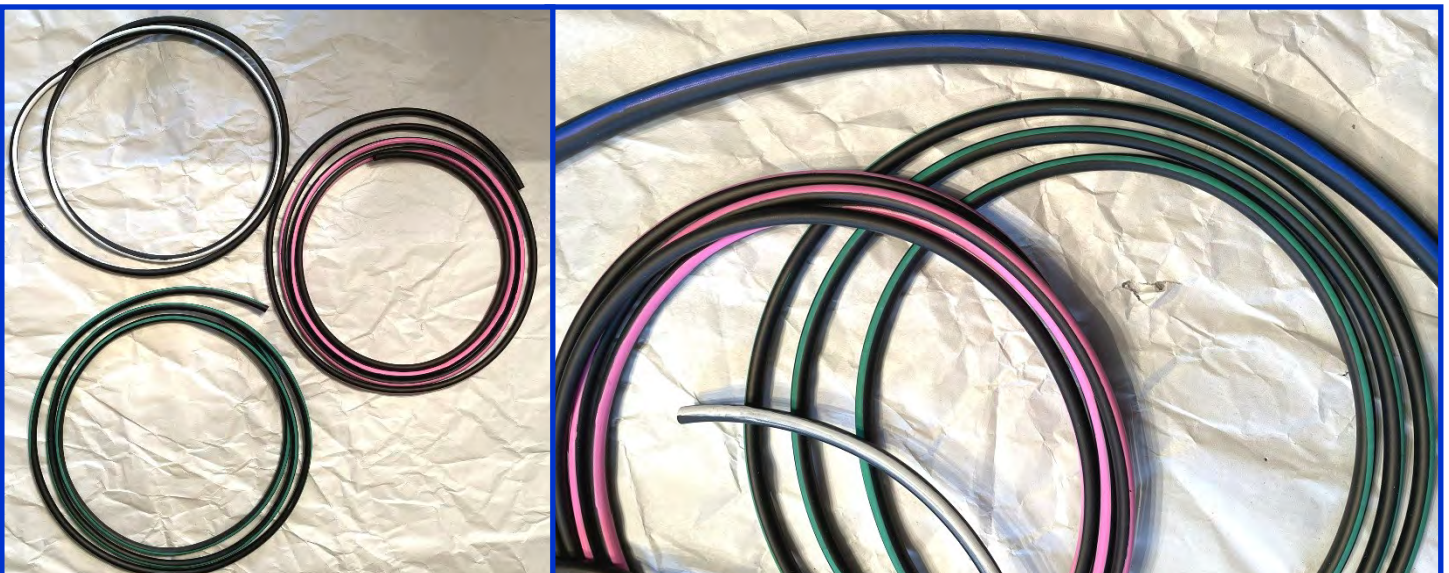
Tip width & line thickness: Determine the width of line you need. Some of the pens are available in multiple widths or have a reversible tip to vary width. Tip-width is measured in millimeters.

Color contrast: On black rubber hose, brighter colors will contrast best. A dark navy blue line on a black hose may be too subtle and be hard to distinguish.

Durability under flex/heat: Paint stripes must tolerate hose flex, vibration, and temperature-swings. Markers and paint pens recommend for use on rubber are more likely to endure.

Cure/dry time: After striping, give the stripe time to fully cure before reinstalling the hose so you do not smear it. I recommend waiting at least 24 hours before handling.

Post-installation visibility: When the hose is installed, ensure that the color stripe is visible.



Happy Striping!



Cars for Sale



1971 Coupe deVille: Casablanca Yellow, Black vinyl top & Dunbar cloth interior. CLC Grand National and St. Louis HCCM award winner. 31,000 miles, \$20,000 or negotiable. For more information: call Mark Ellison at 618-830-3636, maellisonod80@gmail.com.



FUNNY SIGNS



LaSalle

CLUB
St. Louis Region

November Edition

2025

CLC - St. Louis Region Calendar of Events



Date	Day	Time	Event	Location	Notes
1/11	Sat	1:00 PM	Monthly Mtg & Holiday Party	Favazza's Restaurant, 5201 Southwest Ave.	
2/27	Thur	6:00 PM	Monthly Mtg - The Sports Café	579 Pennridge Dr., Bridgeton, 63044	
3/22	Sat	10:00 AM	Monthly Mtg - St. Louis Car Museum	1575 Woodson Rd., St. Louis, MO 63114	Lunch out afterwards
4/20	Sun	8:00 AM	HCCM-Annual Easter Car Show	Forest Park-Muny Opera Upper Parking Lot	
5/04	Sun	11:30 AM-3:30 PM	Monthly Mtg & Car Show	St. Martin's Episcopal Church, 15764 Clayton Rd., Ellisville	Circle of Concern Food Pantry Benefit
6/2-7			CLC Grand National	Murphysboro, TN	
6/14	Sat	11:00 AM	Monthly Mtg & Lunch	Van Berkel home, Arnold, MO	RSVP-Bring side dishes/desserts
7/13	Sun	10:30 AM	Monthly Mtg & Lunch	Edwardsville/Highland, IL (See June FF for details)	Diamond Mineral Springs Restr.
8/9	Sat	8:30 AM	Monthly Mtg - Drive to Koch Collection	Chatham, IL - Details to be emailed	Lunch - Rte 66 Motorheads Garage
9/14	Sun	10:00 AM	Monthly Mtg - HCC Car Show/Swap Meet	849 Jeffco Blvd., Arnold, MO	Enjoy the show & swap meet
9/26-27	Fri-Sat		CLC Fall Festival & Car Show	Gilmore Museum, Hickory Corners, MI	Cadillac's V cars featured this year
10/11	Sat	9 AM - 3 PM	Annual CLC Car Show & Monthly Mtg	12481 Ladue Rd., Creve Coeur, MO 63141	Elks Lodge #9, w/Jaguar Club
10/15-18	Wed-Sat		CLC National Driving Tour	Central New York State	
10/23-26	Thur-Sun		CLC-StL/KC Fountains to Gateway Tour	Westport / Hunter Car Collection / TBD	Fun-Fun-Fun
11/19	Wed	6:00 PM	Monthly Mtg - Pizza Dinner!	ELCO Cadillac, 15110 Manchester Rd., Ballwin	Final 2025 meeting

Other Local Car Related Events

6/15	Sun	10 AM-3 PM	HCCM Father's Day Car Show	Museum of Transport, 2967 Barrett Station Rd.	
9/06	Sat	10 AM-2 PM	St. Louis Car Museum Car Show	1575 Woodson Rd., St. Louis, MO 63114	Benefiting the StL Area Food Bank!
9/13	Sat	11 AM-2 PM	Kicks On 66/R.Gori Memorial Car Show	Ray M. Schon Park, Glen Carbon, IL	
9/14	Sun	6:30 AM - 4 PM	HCC Show & Swap Meet	849 Jeffco Blvd., Arnold MO 63010	Fox School District Service Center
10/12	Sat	10 AM-4 PM	Hoffmeister Car Show	6464 Chippawa St., St. Louis	\$10/ Proceeds to Feed My People
11/01	Sat	7 PM-11 PM	Archway Oldsmobile Charity Trivia Night	2500 Raymond Dr., St. Charles, MO	Amer. Legion #312, \$20/person