

→ MONTHLY NEWSLETTER

FLEETWOOD

FLYER

→ CAR SHOW →

→ SEPTEMBER 2026 →

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SEPTEMBER CLC CAR SHOW

Date: Sunday, September 20th

Time: 9:30 AM – 3:00 PM

Where: The National Museum of Transportation (NMOT)

Address: 2967 Barrett Station Rd., St. Louis, MO. Upper Parking Lot

Note: Car Show display participants should arrive at the upper parking lot at 9:30 AM sharp. Look for CLC signage along Barrett Station Road. Upon arrival, someone will check you in and direct you to the showfield parking. CLC show cars will be displayed on the north side of the upper parking lot, nearest to the "zig-zag" sidewalk leading to the lower-level Visitor Center.



CLC members please wear your name badges to avoid paying Museum Admission. Paper stick-on badges will be available if needed. Do not forget your laminated car show display placard. The show starts at 10 AM.

CLC members NOT displaying a vehicle will also park on the upper lot. Arrive by 10:30 AM. If you arrive after 10:30 AM, NMOT personnel will be manning the upper parking lot entrance and may not let you enter. In that case, you may need to park on the lower lot and pay admission if you are not wearing your CLC name badge.

As the NMOT is providing our fantastic show location and has promoted this event to draw Museum attendance, they request that vehicles remain on display until 3 PM for visitor viewing. Please try to stay until 3 PM. Club sponsor ELCO Cadillac will provide pizza for the Club at about 12:30 PM. Do not forget your chairs and beverages. And...tap your toes to Cadillac-themed music that will be playing!

SECRETARY'S REPORT

Since the distribution of our August newsletter, just in the nick of time, we have had no club meetings or events. Please refer to our August newsletter's Secretary's Report if you need a refresher on past club "happenings". I do want to reiterate the proposal mentioned in that newsletter for submission to members at our October or November meeting. The proposal would change the Club's By-Laws to require that the Region's *Fleetwood Flyer* newsletter be distributed either six or four times a year versus the current "monthly". A current Club Calendar and event announcements and updates would be emailed to members in those off-months.

We are counting down to our annual CLC St. Louis Region Fall Car Show; it is being held at the award-winning National Museum of Transportation. Our show will be held jointly with the HCCM Brass, Nickel, and Pre-War Car Show, which should make for a stunning display of vintage automobiles that should impress any museum visitor. I especially enjoy displaying my car at shows that have many non-car-club visitors and children. I enjoy seeing their awe when they view our cars and when we answer their questions. This interaction puts a little more pep in our step, a smile on our face, and a twinkle in our eyes!

Upcoming Events: Listed in date order below are several upcoming car shows:

- **Sept. 12th Wheels in Motion Car Show:** Church on the Rock, 900 Birdie Hills Rd., St. Peters, MO. 9 AM – 2 PM. \$25 Vehicle Registration. Charity Car Show supporting the National Children's Cancer Society. See flyer.
- **Sept. 27th Oktoberfest Car Show:** Main Street, Old St. Charles, MO. 9 AM – 4:30 PM. \$25 entry fee. Drive-through judging, many classes with trophies. Stock Vehicles only, 25 years or older. See flyer.
- **Oct. 10th Quality Buick-GMC-Cadillac Car Show:** 1620 Homer M. Adams Pkwy., Alton, IL 62002. 10 AM – 2 PM. This show is open to all collector cars, not just GM, with no admission, no judging, just a day of looking at cars and visiting with friends old and new, and enjoying a free hotdog lunch. See flyer.
- **Oct. 11th Still Kicking on Route 66:** Hoffmeister Colonial Mortuary, 6464 Chippewa St., St. Louis, MO. Noon – 4 PM. \$10 entry fee. Crowd judging for trophies. Bring a chair; food trucks; classic rock! See flyer.
- **Oct. 17th Props & Pistons:** Saturday, from 9:00 AM to noon. A car and plane fly-in. Spirit Sky Club, 604 Spirit Airpark East Dr., Chesterfield, MO. Car Display is \$35, general attendance is FREE. CHARITY EVENT-Every dollar raised will go to Wings of Hope. Exotics, hot rods, and classics parked side by side around all the hangars, airplanes flying in and lined up on the ramp, coffee in everyone's hand, and the public walking through the middle of it all. Awards will be given for best in class. The pre-registration link is: <https://www.spiritskyclub.com/events/props-pistons-2026>. See flyer.
- **Oct. 10th – 17th CLC National Driving Tour:** The Peach State region invites you to join the 2026 CLC ROCKET CITY Rendezvous! This hub-and-spoke tour based in Huntsville, AL, will earn CLC members 500 miles toward their touring grill badge. Driving an old or new Cadillac or LaSalle is not required – it is just more fun. THE DEADLINE FOR REGISTERING IS SEPTEMBER 25, 2026!

https://www.peachstateclc.org/uploads/6/8/9/5/68956957/national_driving_tour_registration_form_2026_v5.pdf

Member News: I am happy to report that our Region has a couple of new members. We welcome **Jim and Margo Colestock** to the Club. The Colestocks are neighbors of Noel Wilson. Jim accompanied Noel to our July meeting held at Todd Tobiasz's Goddess Garage. I guess we made a good impression! The Colestocks own a 2019 Cadillac XT5 Premium/Luxury SUV sport wagon. On behalf of all, WELCOME, Jim and Margo!

This month's newsletter has Part 2 of **Doug Birk's** never-misstated, always-anticipated, never-imitated, always-cogitated, thoroughly-gestated, and utterly-delightful annual CLC Grand National Review. THANK YOU, Doug, as always for your thoroughly-enjoyable observations and stories about the Grand National cars and their owners!

Craig Masterson 



DOOR MIRROR GLASS REPLACEMENT

(By: Craig Masterson)



As our 1971 Eldorado restoration continues, I wanted to upgrade some parts on the car. For instance, the driver's side door mirror had the typical plated pot metal corrosion bumps popping out on it. While pot metal trim and parts can be repaired and rechromed with varying degrees of success, the back of the mirror housing has a satin-chrome finish. No rechroming shop would agree to attempt to duplicate that finish without charging an astronomical price. The solution was to purchase a better-quality, original mirror, preferably a new old stock (NOS) mirror.

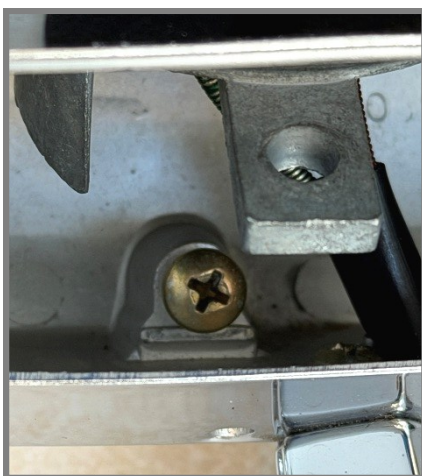
Searching various parts vendors and eBay, I found a NOS mirror, of which the seller had two. I ultimately agreed to pay his high price with the understanding that he would send me the best of the two he had. When the mirror arrived, I was pleased with the condition and quality of the chrome-plated pot metal mirror housing. My smile soon turned to a frown, however, when I saw that the mirror glass was very scratched. I believe someone may have used steel wool on the mirror glass (right). Needless to say, it was not NOS quality regarding the mirror glass.



Before recontacting the seller to return or obtain a partial refund, I did some research on potential options if I were to keep the mirror housing. I thought a glass and mirror shop should be able to polish the mirror glass. The mirror shop told me that it was not possible, as automotive mirrors are silvered on the front surface (first-surface) of the glass and not on the rear surface (second-surface). Polishing it, they said, would remove the mirror silvering. But they clued me into the fact that replacement mirror glass was available for these particular mirrors at a very reasonable cost.

Regarding the shop's opinion that the surface of the mirror could not be polished as it would remove the silvering, I am not sure that such is the case with exterior mirrors. Interior day/night mirrors may be silvered on both surfaces. My research showed that exterior mirrors are silvered on the backside for weather protection. In viewing my replacement mirror, I could not tell on what side(s) it was silvered.

There is a company called Burco that makes replacement mirrors for automobiles, both for vintage cars back to the late '60s or early '70s depending on the model, as well as new cars with electric heating elements and blind-side monitoring (<https://burcoinc.com/>). Online parts seller Rock Auto sells them at a very reasonable cost of about \$10, before shipping. Since the shipping cost was about the same price as the new mirror, I ordered two to halve my shipping cost and have an extra mirror just-in-case!



The mirror appears to be of excellent quality and is supplied with double-sided adhesive pads to attach it. You can remove the mirror from the housing by tilting the mirror up as far as possible, exposing a Phillips screw (left) at the bottom of the housing that can be loosened to detach the mirror from the housing. If yours is a cable remote-controlled mirror, you will have to pull some of the control cable through the mirror housing base to pull the mirror from inside the housing. I think you would only be able to accomplish that feat with the mirror housing and cable removed from the car, as mine was.

The instructions provide two options for replacing the mirror. The easiest option was to use the double-sided adhesive pads and attach the new mirror directly over the top of the old mirror. I recommend this option. This option would also allow you to replace the mirror glass with the mirror still attached to the door.

Unfortunately, I chose the second option, which was to first remove the old mirror glass and attach the new mirror directly to the metal mirror plate. In hindsight, I would not recommend this method unless there is a very-compelling reason to do so.

Removing the old mirror glass from the metal plate was extremely difficult, as the adhesive was very strong. Even adding some heat to the back of the metal plate to try and soften the glue was ineffective. What actually happens is that you end up breaking the mirror off in small pieces. I used a screwdriver, stiff metal putty knife, and carpet tool to pry (and break) the mirror glass from its base. Should you attempt this method, my recommendations are:

- Most critical, wear face protection, not just eye protection. Shards of glass pop off at all angles toward your face as you work to pry it off of the metal mirror base.
- Wear a long-sleeved shirt, long pants, and a hat. The glass shards and flecks of silvering will stick to your arms, legs, and hair.
- Perform this mirror removal process outside because the little glass shards go everywhere, and you will have a lot of vacuuming or sweeping to do if you perform this task inside your house.
- You will use enough force prying the bits of glass off of the mirror's metal backing plate that you will distort it. Once the mirror glass has been removed, you will then have to straighten and flatten the metal backing plate as best you can to accept the new mirror glass.
- Both sides of the new mirror glass are "shiny". Be sure to correctly orientate the mirror to the mirror base so that the part number displayed at the bottom of the mirror is not "backwards".



Above-Left: The original mirror has been removed.

Above-Center: The original mirror adhesive has been removed.

Above-Right: The Burco replacement mirror and double-sided adhesive pads displayed on top of installation instruction sheet.



Left: After the metal mirror base has been re-flattened and the double-sided adhesive pads have been attached.

Right: The new mirror installed!

In hindsight, maybe I should have returned the mirror as "not as advertised" and found a better one.

But that is water under the bridge. I did obtain a partial refund from the seller, which somewhat mitigated the aggravation that the mirror glass required replacement.



(BY: DOUG BIRK)

The legacy lives on with this incredible 1936 Cadillac, Series 90 V-16 Fleetwood limousine, originally purchased by the widow of Mr. William Cannon, Ella. It was originally shipped to the local Cadillac dealer in Charlotte, North Carolina. If the name Cannon sounds familiar, think cotton bath towels; yes, the same family. At a hefty price of \$8,000 (\$192,203 in 2026 dollars), it was the last of 52 V-16s built, of which only 24 carried the Fleetwood limo bodies and only one of two that was ordered without the privacy glass partition. Ella was always reminded whose car it was with her name "Mrs. J.W. Cannon, Sr." engraved on the steering wheel's center hub.



After her passing in 1938, the family kept the car as a remembrance of Ella—only being used for weddings, funerals, and parades. The car went into storage in 1952. Great-grandson Bill's goal was to restore the car for reliability. Long story short, the goal evolved into a full-

blown restoration, taking three years of meticulously bringing the car back to original factory specs. Only showing 44,000 miles, the V-16 was still rebuilt along with the body. It was refinished in its original shade of Rhodium Blue. The interior wool fabric was upgraded, and all wood trim was refurbished. Hearing (or should I say not hearing) that V-16 engine run is remarkable. Bill plans to show the car, as well as keep it as original as possible to be passed down to future generations of the Cannon family.

The often-overlooked "Junior Cadillac", the LaSalle, was proudly represented at this show, primarily in just the sheer number on the show field. LaSalle (1927-1940), a creation of the new head of Cadillac design, Harley Earl, drew on European styling and brilliant colors as key to producing and selling elegant automobiles. Long known for its trademark narrow vertical grill (no, not an early Edsel), the styling was carried forward for the 1937/38 models.



Above, a charming 1937 coupe from New Jersey, finished in a pastel yellow cream was joined by two 1938 models, a coupe and a convertible—both blue and equipped with many factory options. In 1938, GM moved the floor-mounted shifter to the column, allowing more front-seat passenger room and starting the slogan "Three on the Tree".

For 1940, being the final year of production, LaSalle introduced a new and most-pleasing design in the new Series 52 models. Called torpedo styling, it incorporated smooth, integrated body panels and headlight-in-fender versus separately-mounted pods framing the grill. A beautiful gray flannel four-door sedan flanked a fully-optional, maroon sedan with full fender skirts, amber fog lamps, dual outside mirrors, and bumper guards. Representing the older, boxier style was the Series 50 four-door sedan with dual side mounts and wide whitewall tires mounted on bright red wheels. (See all three at top of next page).



1941 was a milestone year for Cadillac—leading the way in design, technology, and sales. The looming threat of a world war spurred many prospective buyers to make a purchase before resources were diminished.

What would a Grand National be without the most desirable and collected model, the 1941 Cadillac Series 60 Special. This Raven Black 60 Special from Alabama was an outstanding example, featuring options of whitewall tires, full-wheel chrome hubcaps, dual outside mirrors, and unblemished all-wool broadcloth upholstery. The only obvious flaw was a small missing section of the grill, giving the appearance of a “missing tooth” (below).



Accompanying the 60 Special was the tan over black Series 62 convertible (above-right) and the entry-level Series 61 fastback club coupe finished in deep maroon (left). Options included dual outside mirrors and full rear fender shields (skirts) with enameled Cadillac medallions.

Post WWII styling was primarily warmed-over 1942 designs. Cadillac was no exception but successfully carried the torch with style and understated elegance. The most-outstanding, eye-catching model was the 1947 Series 62 club coupe owned by Jack Sheperd of Michigan (below). There are insufficient superlatives to describe the restoration and attention to detail as to Jack’s car. Full documentation is captured in a color photo album of each labor-intensive event. Every nut, screw, and bolt was removed as part of the frame-off process. Most people would never contemplate undertaking such a challenge, but Jack’s persistence paid off with a big smile and self-gratification.

It was refinished in its original two-tone French Gray over Dover Gray lacquer. Jack accumulated additional literature, manuals, and shop bulletins, as well as original trunk liner material, and full tool kit with tools. The shining chrome completed the restoration, reflecting one’s image in the full sombrero wheel covers, rolling on period-correct Firestone wide whitewall tires. Needless to say, Jack’s enthusiasm also was rewarded as he has received many trophies from CLC and AACA and has earned a CLC Grand National Senior Badge.



The most-pricey model that year was the Series 75 Fleetwood Imperial Line. Owning such a car is Jeff from Colorado. While the body of this car looks unrestored, under the hood beats the heart of a trans-

planted Cadillac Northstar V-8 (right). Jeff again drove his car to this year's Grand National, earning him the well-deserved longest-distance-driven award. Congratulations, Jeff!

1948 introduced the fishtail fin, inspired by designer Harley Earl's vision—taken from the tail rudders of the World War II P-38 fighter, incorporated by Bill Mitchell's design team for the new 1948 model. A 1948 Cadillac convertible coupe from Texas represented this new design concept. It was painted an unusual shade of teal green (below-left) but was still powered by the reliable 346 flathead V-8 and had the traditional egg crate grill and the one-year-only-design domed dash (later adopted by Chrysler in the early 1960s).



A more-mundane 1949 club coupe was presented in a medium shade of green (below). This model had blackwall tires and "poverty" wheel covers.



Cadillac styling for the 1950s became a trendsetter, having many auto manufacturers incorporate the "fin" configuration in their designs. Early 1950s models at the show included a black 1951 Fleetwood Sixty Special Sedan (below-left) and a gorgeous canary yellow convertible (below-right), sporting after-market chrome wire-spoked wheels.

The most impressive, inspiring model was a 1953 Fleetwood Sixty Special Sedan, owned by Charles BeVille (not deVille) of Florida. Charles was more-than-eager to share his story of obtaining his pride-and-joy. Having regretted not buying a pristine '53 Sixty Special Sedan some thirty years prior, the passion to own one never subsided. Finally finding his project, a rust-free and mostly-paint-free Fleetwood in Arizona (yes; it was equipped with factory air conditioning), Charles's unlimited talent and knowledge enabled him to do most of the restoration work himself. Charles spent endless hours and dollars during the ensuing five to six years in the restoration process, tracking down and finding rare trim parts and the one-year-only wheel covers with the valve stem opening in the middle of the cover.



When new, this Fleetwood listed for a base price of \$4,304 (\$53,846 today) with the rare factory A/C adding \$619 to the cost (\$7,742 today). Keep in mind, a new Chevy 210 listed for only \$1,761. Only 20,000 units were produced for 1953 with less than 2% having the pricey option of factory A/C.

Charles's car has been repainted in its original shade of Balmoral Green Poly (right), has been reupholstered in all-wool cloth fabric including door



panels, has had its ostrich-grained applique on its dash and door panels restored, and has had its hydraulic systems refurbished, resulting in its whisper-quiet electro-hydraulic windows working effortlessly. Hard-to-find A/C components were found, rebuilt, and installed with the A/C unit now totally-functional.

Meant to be driven, Charles happily drives his car to national and local shows with his reliable 4-speed Hydra-Matic (versus Dynaflo which was used in Cadillacs after GM's Hydra-Matic transmission plant caught fire). He is proud to share his car and experiences with all who are interested. Thanks, Charles.

Scott and Allyson Halver of Arizona trailered their beautiful, unrestored, two-tone Shoal Green 1954 Cadillac Series 62 Sedan to this year's show (below-left). They have trailered cars to many Grand Nationals—none of which were close to Phoenix (well, maybe Albuquerque, New Mexico, "just" 7 hours away). Now, that is dedication. Friends of Todd and Amber Tobiaz of St. Louis, the Halvers are now members of the St. Louis Region. Welcome, Scott and Allyson.



A repeat participant was the 1956 Cadillac Series 62 Sedan, finished in a most-unusual, two-tone color scheme of Pecos Beige over Taupe Poly (above-center). Joining on the show field was a stunning 1956 Coupe de Ville in Alpine White over Cape Ivory (above-right).



Two very-rare models when new have survived and were present at the show. The first is a 1955 Eldorado Convertible in metallic copper, riding on factory Eldorado chrome sabre wheels (left). No wonder it won the people's choice award. Next, a 1956 Eldorado Biarritz Convertible in Cortez Silver, accented with blood-red leather seating, ordered with the gold trim package consisting of gold anodized sabre wheels and gold script/trim (below). Production was 3,950 and 2,150 units, respectively.

All new for 1957, Cadillacs were modernized with lower profiles and longer bodies. The flagship model Fleetwood Sixty Special Sedan (below) was presented by Richard Neary of North Carolina. With its detailed restoration, this gorgeous four-door pillarless hardtop sedan in Eton Gray Poly is equipped with silver-threaded, black brocade upholstery, factory A/C, and those iconic 12-spoked stamped-stainless-steel wheel covers!



Feeling like a ride in an open car, how about one of these two, almost-identical 1957 Eldorado Biarritzes in Sapphire Blue Metallic both having chromed sabre wheels (above-right). Distinguishing the Eldorados from the Series 62 is the quarter panel shark fins, with heavily-chromed rocker extensions.

1958 Eldorados retained the shark-finned rear quarters but incorporated the new 1958 front-end design. The Seminole Red Biarritz (below-left) and companion Sable Black Biarritz (below-right) presented nicely. The only problem was *which one do I want to take home?*



CLC member Kyle Marsh of Cincinnati, Ohio, brought his original 1958 Eldorado Seville in Sable Black with matching grained-vinyl padded top



(left). The previous owner entrusted the car to Kyle, who vowed to keep it original and has faithfully done so. A recession year, even Cadillac owners felt the pinch, having only 855 units sold. You may remember Kyle from this year and previous Grand Nationals, as he is the "go-to" vendor in the parking lot with the huge selection of Cadillac parts. If you need it, chances are he can find it!

When talking of Eldorado, one must include the *crème de la crème*, the 1957/58 Eldorado Brougham—a special car for special people (below-left). It listed at a factory price of \$13,074 (\$155,000 in 2026 dollars), it was the most-expensive production car that Cadillac ever produced. Every option (and then some) came standard. Styling was the most unique factor, but amenities, like vanity items for the women (below-center) and magnetized shot glasses for the men (below-right), soon became collector items themselves.



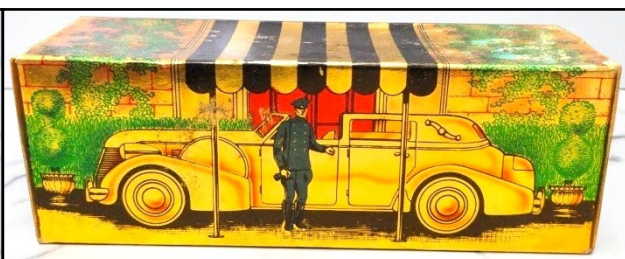
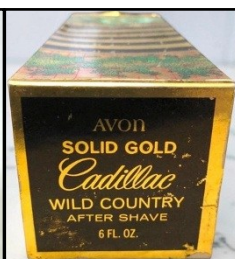
The exquisite 1957 Brougham from Michigan featured a medium gray metallic lacquer paint and was riding on polished factory cast aluminum wheels. Imagine sitting on intricate brocade fabric seats, floating along on standard air suspension in a cool factory A/C car in 1957; yes, the good old days.

(...to be continued....)

✦ BLAST FROM THE PAST ✦

AVON "Solid Gold Cadillac" After Shave (1969 to 1973)

Released during the height of the novelty decanter craze, this after shave was part of AVON's popular automotive-themed product line. Molded from golden-toned plastic and glass, the collectible bottle was designed to replicate a classic 1930s-era Cadillac, complete with spare tire detailing and rolling wheels, serving as both a functional grooming product and a decorative mantelpiece ornament. Inside the decanter was Avon's "Wild Country" fragrance—a rugged, herbaceous blend of fern, bergamot, lavender, and oak-moss that defined mid-century masculine perfumery. Today, these vintage decanters remain sought-after pieces for collectors of mid-century Americana, retro vanity memorabilia, and automobilia.





LaSalle
CLUB
St. Louis Region

September Edition

2026

CLC - St. Louis Region Calendar of Events



Date	Day	Time	Event	Location	Notes
1/17	Sat	12:00 PM	Monthly Mtg & Holiday Party	Zia's Restaurant, 5256 Wilson Ave, St Louis, MO	
2/25	Wed	6:00 PM	Monthly Mtg - The Sports Café	579 Pennridge Dr., Bridgeton, 63044	
3/21	Sat	10:00 AM	Monthly Meeting-Fast Lane Classic Cars	427 Little Hills Ind. Blvd. St. Charles	Lunch at Sugarfire BBQ nearby
4/5	Sun	8:00 AM	Mo. Mtg: HCCM Annual Easter Car Show	Forest Park-Muny Opera Upper Parking Lot	RSVP by 3/21 for Club Display,\$15
5/3	Sun	12 PM-3 PM	Monthly Mtg & Car Show	St.Martin's Episcopal Church, 15764 Clayton Rd., Ellisville	Circle of Concern Food Pantry Bnft
6/1-6			CLC Grand National	Concord, NC	
6/28	Sun	11 PM-2 PM	Monthly Meeting & Fried Chicken Lunch	Van Berkel home, Arnold, MO	RSVP; bring side dish or dessert
7/25	Sat	10:30 AM	Monthly Meeting & Lunch (at noon)	Todd Tobiasz Bldg, Overland, MO. Lunch at Fallon's	Fallon's, 9200 Olive Blvd, Olivette
8/9	Sun	11 PM-2 PM	Monthly Meeting & BBQ	Meyer home, Defiance, MO	RSVP; bring side dish / dessert
9/20	Sun	9:30 AM-3 PM	Annual CLC Car Show & Monthly Mtg	National Museum of Transportation	Pizza at 12:30 PM!
9/25-26	Fri-Sat		CLC Fall Festival & Car Show	Gilmore Museum, Hickory Corners, MI	
10/TBD			Monthly Meeting		
10/10-17	Sat-Sat		CLC National Driving Tour	ROCKET CITY Rendezvous! Huntsville, AL	
11/18	Wed	6:00 PM	Monthly Mtg - To Be Confirmed	ELCO Cadillac, 15110 Manchester Rd., Ballwin	Final 2026 Meeting
1/10/27	Sun	1:00 PM	Monthly Mtg & Holiday Party	Bartolinos on the Hill, 2103 Sulphur Ave, St. Louis	(Drury Inn, Hampton Ave)
Other Local Car Related Events					
6/21	Sun	9 AM-3 PM	HCCM Father's Day Car Show	Museum of Transport., 2967 Barrett Station Rd.	
7/26	Sun	9:45 AM	CCCA Bellefontaine Cemetery Tour	4947 W Florissant Ave, St. Louis, MO 63115	RSVP, Box lunch at Noon
8/1-2	Sat/Sun	8:00 AM	Bluff Road Car Cruise	S.W. IL & Perryville, MO	See flyer previously sent
10/25	Sun	6:30 AM - 4 PM	HCC Show & Swap Meet	849 Jeffco Blvd., Arnold MO 63010	Fox School District Service Center
11/07	Sat	7 PM-11 PM	Archway Oldsmobile Charity Trivia Night	2500 Raymond Dr., St. Charles, MO	Amer.Legion #312, \$20/person