

## THE MONTHLY NEWSLETTER OF

# FLEETWOOD FLYER



LaSalle  
CLUB  
St. Louis Region

FEBRUARY 2019

### CLUB CONTACTS

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**REGION WEBSITE:** <cadillaclasalleclubstl.org>

**NOTE: TO SUBMIT INFORMATION TO WEBSITE SEND TO** <contact@cadillaclasalleclubstl.org>

**REGION SPONSOR: ELCO CHEVROLET AND CADILLAC, 15110 MANCHESTER ROAD, BALLWIN, MO**  
**CADILLAC SALES MANAGER: BILL PASTOR**

The February meeting of the St. Louis Region Cadillac and LaSalle Club will be held on Saturday, February 23 at 11 AM at Gateway Classic Cars. They are located at 1237 Central Park Drive, O'Fallon, IL, 62269. I have never visited this enterprise but have seen it from the highway. You can find it on a map or have your GPS direct you there so I won't try to include a map. Looking at a map on my computer it appears that after crossing the river you take I 64 southeast where it separates from I 70. Proceed past I 255, Illinois 157, N. Illinois Street and finally take the exit to N. Green Mt. Road. Turn right and proceed a short distance and turn right again on Central Park Drive. Gateway Classic Cars will be on your left and presumably you will be able to see it from where you are. You will have to make a left turn on a street that is unnamed on my map to reach GCC. After a tour of the facility and a brief business meeting those interested will gather for lunch at a location to be determined.

#### Secretary/Editors Report:

##### Holiday Party:

Our annual holiday party was held at Favazza's Restaurant on Saturday, January 19 with 20 attending. This was considerably less well attended than

last year when, if I remember correctly, we had 35 at the gathering. I don't know why our attendance dropped off like it did.

After the meal, which everyone ordered from the menu, the club provided several choices of desserts. Director Kevin Williams talked briefly about upcoming events. Kevin said that several members had expressed concern that nearly all of the meetings on the calendar for the upcoming year were on a Saturday. This doesn't work for anyone who has to work on Saturday. It also gets away from our traditional meeting schedule which has been the fourth Wednesday evening of the month. Kevin explained this by saying it has been difficult to get members to volunteer to host a meeting, and when the meeting is held at a special venue the owner of the facility would usually prefer to meet on a Saturday so employees do not have to stay overtime on a weeknight. This is a topic that I am sure will be subject to further discussion at upcoming meetings.

It was also noted that the picnic has been moved to a more central location, Blackburn Park in Webster Groves. It is likely that one additional meeting will be scheduled, probably in October, when Craig Seekamp and David Baker hope to have completed construction on a building large enough to house their entire car collection. Also, another overnight tour similar to the one last fall to Spring-

field, IL may be scheduled as those who participated last year seemed to have enjoyed it.

A few photos from the party are included below.

### Dues are Due !

According to my records we have received dues payments from 26 of the 41 who were members at the end of 2018. If you have not paid your dues please try to remember. Dues are still \$15 per year to receive the newsletter by email or \$30 to receive a copy via US mail. **Make your check payable to St. Louis Region CLC and mail to me at 1037 Wood Ave., Kirkwood, MO.** If you can't remember if you have paid call or email me at the numbers shown on this newsletter letterhead.

### Newsletter Articles:

We are fortunate this month to have three brief articles submitted by our members for which your editor is very grateful. Realizing I had little to publish in February I asked Todd Tobiasz if he could compose a paragraph or two about the LaSalle he purchased at the auction of Richard Muehlmann's vehicles. Having received that material from Todd I soon thereafter received an article from Craig Masterson about a useful tool he acquired and has been using. Then I received another article from Terry Wenger about his latest project. Thanks to all three. Hopefully this will inspire others to contribute.

I am sure all of you also read the article in the *Self-Starter* by Bob Schuman about automobiles he has purchased in the past thinking they were "perfect" only to find after they were in his possession that they needed quite a bit of sorting to make them as close as perfectionist Bob could make them.

I will take a little credit for inspiring Bob to write this article. Several years ago he wrote an

article for the *Fleetwood Flyer* about a Cadillac he had purchased thinking it was nearly perfect that wasn't. Several months ago there was an article in my Vintage Chevrolet Club magazine, *The Generator and Distributor*, about a member who purchased a show winning and what he thought was nearly a 100 point '55 Chevrolet that turned out to be anything but after he got it home. Remembering Bob's previous article I copied the VCCA article and sent it to him as I thought it would interest him. After reading it he decided to expand on his earlier article and send it for national publication.

**George Bergen**

### 2019 Schedule of Events:

**March:** Fast Lane Classic Cars, Saturday, March 23, 11 AM followed by lunch.

**April:** ELCO Cadillac, spring car show, Saturday, April 27.

**May:** Picnic, Blackburn Park, Webster Groves, MO, Sunday, May 19.

**June:** Danial Schmitt Classic Cars, Saturday, June 29, 11 AM followed by lunch.

**July:** Country Classics, Saturday July 27, 10 AM followed by lunch.

**August:** Bob's Gasoline Alley, tour and lunch, \$15 buffet, Saturday, August 24. Pre-meeting sign up and minimum number of participants will probably be required.

**September:** Hyman LTD, Saturday, September 21, 11 AM followed by lunch.

**October:** Annual Show, venue and date to be announced.

**November:** ELCO Cadillac, Wednesday, November 20, 6 PM.

Below and on the Next Page-A Few Photos from the Holiday Party





### My New 1931 LaSalle 5 Passenger Coupe by Todd Tobiasz

George asked if I would elaborate a little on my recent purchase of a LaSalle from the Richard Muehlmann estate auction. I've had a little time with her now but I'm still learning quite a bit. The car is dark green body over black fenders with a very sharp yellow pinstripe below the windows. Probably the most striking feature that attracted me to the car are the demountable wood wheels. I've learned that the wood artillery-style wheels were standard on the 1931 LaSalle, but demountable wheels (a series of screws around the metal wheel allows for easier (!) wheel changes rather than removing the tire itself) was a \$50 upcharge.

I had not gone to the auction with the intention of buying a car. I was prepared if the opportunity arose, but I expected the cars I liked to be quickly priced out of my range. As it turned out not all of the 18 advertised cars garnered active bidding. This LaSalle is a very clean, well-assembled car with a sharp color combination and great looking pinstriped hickory spoked wheels. As it turned out, no one else was interested in bidding.

I was fortunate to meet mechanic/collector Rick Quirin who was also at the auction. For Rick 1931 seems to be at the newer end of his preferred car era. Rick helped me get the car started and he trailered it to my home. He suggested a plan for checking the fuel path from tank to carburetor to make sure I had a

good flow of clean fuel. The car had been sitting for at least two years while the estate was being sorted and no one really knows how long it may have been sitting before that. I verified that the gas tank was clean and solid. My driving the car indicated that I was having intermittent fuel flow issues. Rick gave the vacuum tank a thorough scrubbing and replaced some suspicious parts. He also remade a fuel line to the carburetor when I noticed cracks. Once reassembled the engine purrs as smoothly as any engine I've ever heard.

All the controls seem to be in working order – spark advance, throttle, choke. The throttle, lights, and horn switches on the steering wheel all work properly. Interior lights work as well as the door jamb switches. And a bonus – the windshield wipers work! The interior is a light grey mohair. The front passenger seat folds down and forward to make getting into the back seat easier. There are satin window shades for the three windows in the back seat. There are his and her ash receptacles also in the back with a cigar lighter on one side and a small mirror on the other.

The car came with an inaccurate engine number on the title. Fixing the title took a little extra time to sort out with the state, but now everything seems to be in order. A couple areas that will require attention are the window on the driver side which is temperamental and door panel on the passenger side which detaches when I open the door. Overall I am very happy with the condition and operation of the car as it came. I'm looking forward to adding it in to the driving rotation in 2019.



TOOL REVIEW  
ClampTite Tool  
By: Craig Masterson

If you have watched any of the myriad of automobile themed shows on cable TV, you have seen the ads for all the whiz-bang products being hyped. One that caught my attention and actually looked useful was the ClampTite Tool. This tool allows you to create custom wire clamps using stainless steel aircraft safety wire, galvanized wire, coat hangers, etc.

I purchased the “Premium” model pictured below (\$70) with the machined handle on top. This larger handle allows for greater leverage when tightening the wire and works with safety wire up to .062”. There are “Standard” (\$30) and “Deluxe” (\$40) versions also available that use a smaller wing-nut for the handle, which limits leverage and usage to .051” wire or smaller. Stainless steel aircraft wire in various sizes can be bought from many local and on-line sources in 1-lb canisters for \$12-\$20 each. All clamps can easily be removed by clipping a high point of the clamp and simply removing the wire.

I’ve successfully used this tool to make leak-free repairs to garden hoses and compressed air lines in lieu of hose clamps. This tool is not just for clamping hoses; it can clamp many items around the home such as broken tool handles, lawn and garden tools, rope, fencing, trellises, etc. For automotive use, it can be used to replace any type and size of clamp and would make a good tool to carry in your car’s emergency tool kit for those on-the-road break downs.

While these wire clamps are not correct for a factory appearance on our collector cars, here is something to consider: If you have a leaking worm-drive or tower hose clamp giving you problems, use the ClampTite Tool to make the leak-free clamp, then reinstall and snug-down the original clamp for correct appearance and to fully cover the wire clamp. No one will be the wiser!

The ClampTite website shows the various tool sizes available and has a video which demonstrates how the tool works: <https://clamptitertools.com/>



Wire Size	Usage
0.032	For small hoses (clamps) smaller than 1/2" diameter, for very small attachments (mechanical), and small projects.
0.041	For hoses (clamps) smaller than 1 1/2" diameter, for small attachments (mechanical); for non-structural projects.
0.051	For hoses (clamps) larger than 1 1/2" diameter, for wire wound or stiff hoses; for structural attachments (mechanical).
0.062	For hoses (clamps) for very large hoses (clamps) like 3-6" diameter, pvc or large irrigation pipe; larger structural projects (mechanical) like posts/uprights for load bearing.

## The Super Coupe Part I by Terry Wenger

After I finished the '49 Cadillac, I began looking around for another car to restore. I looked at a couple of Packards and a Cadillac, but they were not what I wanted or were in worse condition than I wanted. Then I considered buying back one of my old restorations, done some 40 years ago and update it, but unforeseen circumstances changed that idea.

About 6 or 7 years ago, I gave a little assistance to our former president, Dave Armbruster in buying a 1939 Cadillac 75 coupe in Maryland. Soon after he bought it, he stored it in a facility where I had frequent access. I was able to look the car over and tried to buy it. Dave didn't want to sell it. After trying several times, I gave up. In late October of last year, since I was not doing very well in finding a new project, I sent Dave an email asking if he would consider selling it. He considered it for a time, gave me a price and finally agreed to sell it.

So in December It became my next project. It is a '39- 75 series 2-4 passenger coupe. It might be considered a rare and special car. The 75 series cars are built on the same very heavy duty chassis as the V16 cars, the limousines and the 7 passenger sedans on that 141" wheelbase. In 1938, 1939 and 1940 Cadillac made coupes and convertible coupes to go on the long wheelbase chassis. In 1939 only 36 of these 7557 coupes were made and this is the only one in the Cadillac LaSalle club. Possibly only 3 or 4 still exist. The interior is the same quality as the V16's, with such features as walnut and veneer window frames, rear foot rest, luxury Mosstred carpet etc. It is basically a V16 without the liabilities and costs which I, as a former owner, associate with the V16.

The car didn't look too bad, but it needed a complete restoration. The engine was completely stuck from a long period of inactivity and no amount of persuasion would free it. From the red paint on the engine I could tell that it was apart and rebuilt at sometime in the past. After much disassembly, the stuck pistons were able to be forced free from their corroded bores. Imagine my surprise, when I found the pistons were installed backwards and the connecting rods were put in upside down. (see note and sketch) Luckily, I had a rebuilt engine in my garage, that only had stuck valves and the remains of mice residency because of long storage, and I am in the process of preparing that engine for use in the car.

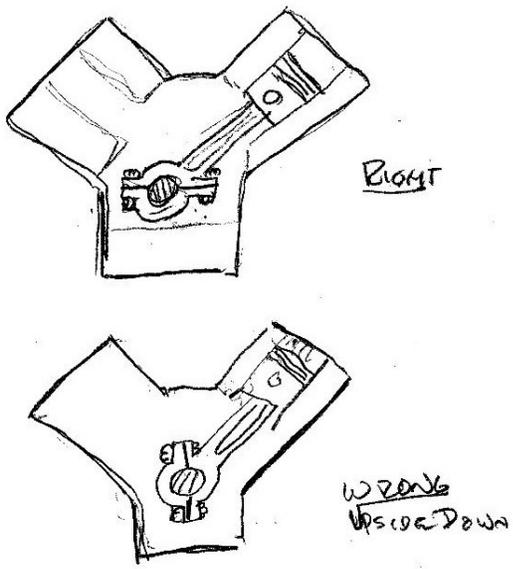
After a month and a half of ownership, the frame has been cleaned and most of the motor accessories, like the starter, carburetor, fuel pump, distributor and tower, and generator have been rebuilt.

One other thing I did was to make a 1/25 scale model of the car to check color choice etc. Since there are no '39 Cadillac kits, I made it out of wood. To be continued in the future!

Editor's note: Upon reading Terry's article for the first time I was having a hard time visualizing backwards pistons and upside down connecting rods so he sent the following explanation and sketch.

On Cadillac flatheads the pistons should be installed with the "T" slots all facing the left or drivers side. These were installed the opposite way. The connecting caps on most V-8s are split from the connecting rods at right angles to the long axis of the rod. Cadillac, in order to make the large rod caps removable, split the cap at 45 degrees from the long axis of the rod. This allows the rod to be installed upside down, so instead of the connecting rod bolts being on the bottom when the piston is down one bolt is on the bottom and the other is above the crank journal. This is hard to visualize but can be seen with the attached sketch of one of the rods.

Thanks Terry, the picture is worth 1,000 words. See next page for sketch and project photos.



Above and Below-Wooden Model of Car. Amazing Work!



Left-Car as Purchased  
Below Left-Disassembly Begins  
Below-Spare Engine

