

FLEETWOOD FLYER



FEBRUARY 2021

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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



FEBRUARY MEETING

Date: Wednesday, February 24th

Time: 7:00 PM

Where: Virtual On-Line Videoconference

Address: Meeting email invite to follow

Our February meeting, as in January, will be a virtual on-line meeting. Watch your inbox for an email invitation to the meeting. The February videoconference meeting may utilize Zoom instead of the Microsoft Teams application.

2021 ST. LOUIS REGION DUES

2021 dues are now payable and become delinquent as of March 1st. As discussed in the Secretary's Report, our 2021 annual St. Louis Region-CLC dues schedule is as follows (varies based on the type of newsletter requested):

\$15 - Emailed newsletter in a PDF file

\$30 - B&W paper newsletter mailed USPS

\$45 - Color paper newsletter mailed USPS

Please contact me if you are unsure if you have paid your dues. 44 of our 58 members have paid to date. I will send emails to those unpaid members after March 1st to inquire as to their membership intent. Your timely payment is greatly appreciated.

Please make your check payable to "St. Louis Region-CLC", and mail to:

Craig Masterson

842 Courtwood Ln

Ballwin, MO 63011

SECRETARY'S REPORT

Goodbye 2020, Hello 2021! Let us hope we can all receive a COVID vaccination sooner rather than later and life becomes somewhat normal again. It may be that your annual flu shot will be paired with a COVID booster vaccination for the foreseeable future.

I missed seeing our extended families over the past holidays, I miss eating out, and I missed seeing all of you at our annual, post-holiday luncheon in January. In lieu of our annual luncheon, we held our first virtual online video conference meeting. Having not met since our relocated fall car show, there was much to discuss at the meeting.

Also, we have a great article this month by Larry Hassel on his pursuit and purchase of a classic 1931 LaSalle. Some of you in the CCCA may have already seen this article, but it is worth rereading, as it is a fun and engaging story. Thank you, Larry!

January Meeting Notes: Our Director arranged for a Microsoft Teams videoconference. That being our first attempt at this form of communication, it went very well. Thank you for setting this up, Kevin Williams. Seventeen members were present on the call. Those on the call using their web browser as the interface did not have the same functionality as those using the Teams App, namely, only being able to view the member currently speaking and not a matrix of all of those persons on the call. We may attempt the February virtual meeting as a Zoom videoconference. Details to follow.

Treasurer's Report: Ted Fivian started us off with the Treasurer's report. Regarding expenses related to our newsletter printing/ mailing cost, I raised an issue for review and discussion by the members.

Prior to 2020, those requesting the mailed paper newsletter (\$30/year dues) received a B&W newsletter printed at a print shop. For 2020 the newsletter was ink-jet printed in color. Upon the final tally of color ink cost, it was determined that dues for a color paper newsletter would need to increase to \$45. The color newsletter printing costs were presented at the January meeting, and the members present voted unanimously to raise the annual dues for a color newsletter to \$45 to cover the costs incurred. A paper B&W newsletter will be available at the \$30 level. Thank you for your understanding on this matter.

State of the Region - St. Louis, MO (2020):

Our Director submits an annual report to the national club's central region director detailing our club membership activities and status during the past year. We were pleased to report a 76% increase in membership over 2019.

We submit our regional club roster annually for confirmation of national CLC membership, a prerequisite for regional membership. In this regard, we were 95% compliant. Two members' national memberships have lapsed, and I am attempting to follow up with them to ascertain their club interest.

And, we still have an open opportunity for a St. Louis region member interested in becoming a representative to attend national CLC Board Meetings. Any travel required would be at your own expense. Our Director can provide more information if you desire to hear more about this opportunity

2021 Grand National: Members inquired as to the status of the 2021 Grand National to be held in Albuquerque, NM. The 2020 Grand National that was to have been held in Kansas City, MO was cancelled due to COVID.

At the end of January, the national club distributed an email stating that the club is in the process of evaluating the situation for the 2021 Grand National. A link to a short survey was included to provide members' thoughts to help the club make decisions on how to proceed for this event. The Grand National is currently listed on the national club's event calendar, and online registration for the July 13-17 event opened on February 10th

After our meeting, Phyliss Steckel provided me information on a unique and fun way to travel to

Albuquerque for those considering attending. Phyliss states: "Amtrak is a two-day, one-night trip on the train -- beautiful scenery. Rich and I have taken this route many times, and we've seen lots of pronghorn, pheasant, deer, and elk from the train. One train-change in Kansas City with very little layover. (The last time, our train from St. Louis to Kansas City was late -- but they held the Southwest Chief for the nine of us making the connection). If you do take the train, get sleeping car accommodations -- don't even think about staying in a coach seat. For sleeping car travelers, meals in the dining car are included." Sounds like a fun and unique experience!

Club Calendar for 2021: Needless to say, planning 2021 meetings and activities is very fluid at the moment due to the current pandemic. Our traditional January - November meeting/activity calendar has been a mid-January weekend post Holiday Luncheon, followed by monthly meetings, generally on the 4th Wednesday of each month, with some exceptions:

- ◆ April: Weekend meeting and spring car show.
- ◆ May: Weekend meeting and annual picnic
- ◆ October: Weekend meeting and fall car show.
- ◆ November: Meeting on the 3rd Wednesday.
- ◆ Variable: Weekend meeting with tours/drives.

Listed below is the current draft 2021 Calendar as shown on our regional website:

- 1/2021 - Annual post Holiday Luncheon - Cancelled
- 1/27/21 - Virtual Meeting via Teams
- 2/24/21 - Mo. Meeting - Virtual Only!
- 3/2021 - Mo. Meeting - Virtual Only!
- 4/2021 - Annual Spring Car Show at ELCO Cadillac (Checking with ELCO)
- 5/2021 - Annual Picnic at Blackburn Park - Webster Groves - Tentatively Cancelled
- 6/2021 - Mo. Meeting - Virtual or Meet at Sonic
- 7/2021 - Mo. Meeting - Virtual or Meet at Sonic
- 8/2021 - Mo. Meeting - Details forthcoming
- 9/2021 - Mo. Meeting - Details forthcoming
- 10/2021 - Annual Fall Car Show at Museum of Transportation - Details forthcoming
- Fall Driving Tour: Details Forthcoming
- 11/2021 - Mo. Meeting at ELCO Cadillac - Details forthcoming

The status of other popular non-CLC car shows we have considered attending in the past on a club basis, such as the Horseless Carriage Club Easter and Father's Day, and the charity Wheels In Motion show, are unknown at this time.

Regarding a fall driving tour, one suggestion was to participate in a multi-club driving tour to the full-size, exact replica of the Vietnam War Memorial located about 90 miles south of St. Louis in Perryville, MO.

Our Director welcomes suggestions for future club activities. A 2021 calendar like that included with last year's newsletters will be forthcoming as more details become available.

Museum of Transportation: As mentioned last year, the St. Louis National Museum of Transportation will present a Cadillac & LaSalle vehicle exhibit in its Orthwein Visitor Center starting in March and running through October. In addition to the vehicles displayed from the Museum's collection, two of our members will have their Cadillacs displayed. Pat Howk will display his 1910 Cadillac, and I will display our 1959 Series 62 convertible in all of its "barn-find"-patina-and-needy-mechanicals glory.

I am told that two additional non-museum vehicles to be displayed are a 1929 Cadillac Limousine and a 1973 Eldorado convertible.

Member News: Kevin Williams has decided to scratch his itch and fulfill his dream of owning a convertible Cadillac. Kevin informs us that he has purchased a 1950 Cadillac Series 62 Convertible and will sell his 1938 Cadillac Formal Sedan. Kevin says his "new" '50 has undergone a complete restoration at some time in its past. Good luck with the new car, Kevin; I cannot wait to see it!

Clayton Patterson informs us that he has sold his 1971 Fleetwood Brougham to an individual in Palm Springs, CA, who also owns another 1971 Cadillac.

Clayton also discussed some recent repair work, and members asked who he had used. Clayton stated other members have also used this individual. Although he specializes in classic Buicks, he can work on most old cars, and he is very good. The only drawback is that his shop is located in New Melle, Mo. His contact info is:

Adam Martin (314) 713-1262
www.facebook.com/antiqueautomotiveservice/
www.antiqueautomotiveservice.com/

And lastly, Tim Proost is on the mend. Tim, we all wish you a quick and successful recovery, get well soon! Tim has decided to sell his 1989 Cadillac that he purchased last fall. He is offering the car for the same price he paid (\$500) but stated it will need to be towed as it is not running. Contact Tim if interested.

Craig Masterson

CADS-IN-MAGS

(Classic Car photo from www.hemmings.com/classic).

The March edition of Hemmings Classic Car magazine shines the spotlight on Cadillacs. There are four great articles that cover a broad swath of interesting Cadillac vehicles.



First, a Bahama Blue 1957 Eldorado Biarritz with a solid blue interior is presented. The author asks whether this model represents the definitive Cadillac. With its GM-Motorama-inspired shark-like tail fins and rolled tail-end with integrated, sculpted rear bumpers, this model ranks high on my wish list! Throw in the Corsair-fighter-plane wing-shaped front bumper with those "suggestive" dagmars, and it just does not get much better in my opinion.

Next up is a buyer's guide on the 1967 Fleetwood Eldorado, with its sharp lines and chiseled good looks. This is an informative article, including some vintage factory and vehicle example photos. A couple of the photos show an Eldorado chassis with the engine and suspension installed, hanging from chains as it moved along an overhead conveyor system toward the "body-drop" area of the factory assembly line.

A rare 1907 Model M "found" in 1966 and finally restored in 2010, along with early Cadillac history, is the subject of the third article. The restoration looks impeccable.

Finally, a one-off 1978 Coupe de Ville that was converted to a funeral flower car is profiled. This conversion was performed by an Indiana distributor of professional cars built by S&S, Hess & Eisenhardt, and Miller-Meteor. As it was marketed as a budget-priced conversion at the time, the workmanship is not up to the same quality as the well-known builders, but is an interesting vehicle nonetheless.

The owner states he wanted to purchase a hearse, but his wife put the kibosh on that. However, she did come around to the idea of owning a flower car and now enjoys displaying flowers in the vehicle's cargo area at car shows they attend.

Also on our meeting videoconference last month, it was mentioned that the current Hagerty Insurance magazine that some receive had a good article comparing the 1985 vs. the 1986 Coupe de Villes.

TREASURE HUNTING...FINDING JUST THE RIGHT ELUSIVE CLASSIC CAR...WHICH TURNED OUT TO BE A LASALLE

(By: Larry Hassel)

I have been thinking about getting another Classic Car for at least five years but kept getting derailed. In that time, I purchased a brass 1913 Model T Ford Touring car and a Ducati Multistrada motorcycle, further adding to the menagerie of "toys" in the garage consisting of cars, motorcycles, canoes, kayaks, bicycles, and tools.

Where do you start the Classic search though? My challenges were many. I wanted a relatively "turn-key" vehicle that I knew would be reliable. I am a "working stiff" so I had to operate within tight budget constraints and that illusive Duesenberg J is still out of the question. I needed a car that was common, so parts would not represent a nearly impossible conundrum to locate. I wanted a vehicle with a certain amount of "curb appeal" pizzazz that would turn heads and show some appreciation potential based upon its styling.



I also had been one of the previous owners of a fine 1931 Cadillac "Fisher" V-8 7-passenger sedan. I loved that car and ultimately regretted parting with it. With every owner change on the car, it got better. Jim and Myrna Schild brought that car back from the grave. Even in a dilapidated state, the drivetrain was near-perfect. When they sold the car to me on the purchase of a Cord Roadster, I was able to do some hinge repairs on a rear door, reskin the door with new sheet metal and then rebuild the whole brake system with cast iron V-12 drums instead of the steel used on V-8 Cadillacs and LaSalle's. Jack Folluo re-restored the body, fixed any rust, and repainted it a beautiful high gloss jet black which made for a genuinely

nice contrast to the gray wool broadcloth upholstery and elegant Bridges of Weir carpeting. Before Jack died, he sold the car to Todd Tobiasz, a worthy heir and great guy! Todd continues to do what is needed to preserve this fine automobile.

My search was narrowed to some specific marques...find another "Classic" Cadillac or LaSalle of a similar age between 1929 and 1934, change over to a Packard (and there were many nice ones), consider a later 1940s Lincoln Continental, find a good Bentley or Rolls Royce (fairly complex beasts, but very fine vehicles) or maybe locate a refined Pierce-Arrow or Franklin. I was able to casually search and think about what decision I would ultimately make. Cognitive dissonance (buyer's remorse) weighed in heavily since the decision involved quite a bit of money.

What changed things and accelerated the process? With a small bit of arm-twisting, I was coaxed by Thomas Quick and John Lowell, among others, to run for a National Board Seat with the Classic Car Club of America. Bylaws require ownership of a

Classic. This turned up the burner under me. I viewed this exercise as perhaps more symbolic since I did not have the name recognition, and I relaxed a bit knowing the odds were against me in that election. I had wonderful encouragement from the National President. However, I thought my opportunities were remote, at best.

After the election, I learned I had not been elected. I was somewhat relieved and then the phone rang. It was the current National President of CCCA. He offered me an appointment to the board, since one of the other

board members had resigned. How could I say no? This meant that the search was back on, and I needed to accelerate my purchase consideration. I shared my situation with the board, and they were most accommodating and relaxed the requirement a bit, knowing I was getting closer to a decision. However, it was still a bit like searching for treasure on Oak Island.

I was offered a nice 1938 Packard Super 8. Molly Butterworth (girlfriend) and I even met with the owner who let me drive the wonderful 1938 Gibson Packard Super 8. I was ready to pull the trigger and decided to consult with a few Packard experts in the country before doing so. I wanted

to know what I could anticipate as far as future maintenance and potential headaches. I came away a bit discouraged. Super 8 Engines in 1938 did not seem to enjoy the best reputation due to metallurgy issues and water jacket cracking. Most 1938 owners bought spare engines from 1937 or 1939 as backup.

I decided to "camp-out" a bit and think about it. Engines are plentiful, but storage in the house is not. Molly and I continued to search Hemmings and other resources. We found many promising vehicles in my price range only to be discouraged by "adulteration" and significant structural/mechanical issues.

Having spent the last 44 years in the aerospace industry I can tell you about "aerospace opportunities" where things have gone wrong and redesign/repair is necessary. Messes are difficult to unravel and they take time to troubleshoot. We saw a nice 1940 Packard Sedan for sale at the Auburn — Cord — Duesenberg Museum. I was salivating, but Molly prevailed! Drive videos showed it running terrific. However, Molly's shrewd eyes, as a museum-geek, detected a lot of water damage and potential wood rot and mildew by staining in certain areas.

We found a 1940 Packard Super 8 for sale in Michigan, but upon close inspection we determined the dash was a mangled mess of cracked "bakelite surprise." Then, upon further discovery, someone had redone the upholstery. All I will say, there is no accounting for bad taste...it was hideous passion pink. I have one question... Why??? A nice Franklin on the East Coast appeared. I was about to call about it but decided that it was not a very good CARavan vehicle because of an inability to attain a decent cruise speed. It was quite interesting in design and shape, but rather "antiquey" in mechanicals.

I was getting frustrated and starting to lose sleep. Prices were either too expensive or what I found in the marketplace needed sizeable work to make it right. I then saw this nice looking and rather striking 1931 LaSalle Rumble Seat Coupe (Fisher) on display at Gateway Classic Cars. It was there on consignment. The more research I did, the more I learned about the car's history. It had been owned previously by Richard Muehlmann whom I

had known for many years. I never knew exactly what cars Richard had but I knew he had a passion for Packards, Cadillacs, and especially LaSalles. Before Richard, it is thought the car was owned and restored by a longtime member of HCCM.

When Richard passed, the car was purchased at auction by a couple in South St. Louis County. I did a Google satellite search and saw their house in one of the satellite views. I decided they were car people by the big garage on the house and additional two car garage at the end of the driveway.



However, what was most disconcerting, I did not recognize their names from any of the car circles I participated in. Surely they would be members of CCCA or HCCM. I later learned they bought the car on a whim, and it was possibly their intent to make it into a hot rod. Yes, they were hot-rodders.

I have no problem with hot-rodders provided they are pulling stuff from a junkyard or using reprobodies, etc. It would have been such a shame for this fine automobile to have been destroyed by such an endeavor. I learned that if it did not sell, they were going to make it into a rod. I think I saved "Lucy." When I visited Gateway Classic Cars in Shiloh, IL it took me about 30 seconds to decide that I wanted this car very much. I was getting back "my" Cadillac-LaSalle that I had loved so much.

It was a pretty good older restoration, and the natural wool mohair upholstery showed some signs of bug damage...yep, get out the moth balls! The car ran and drove great with all instruments and lights functioning, save for the fuel gauge. I



loved the rumble seat and had always wanted a car with a rumble seat. Plating is nice, and the engine compartment is exceptionally clean. Subsequent to pick-up I did a lot of scrubbing and waxing, and the tires buffed up nicely with no cracking. The car sparkles now and looks fantastic.

The day Lucy the LaSalle arrived home, Molly and I decided to take her for a drive and get some lunch at Big Chief, a Route 66 Landmark. We stopped to fill up with some fuel, and that is where we learned about what we were sub-consciously dreading. We could not restart the car, and the sediment bowl was quite full of something resembling Starbuck's coffee grounds (great for plants, bad for cars).

As of this writing, I have dropped the fuel tank, and it is being lined with the Renu process at Affton Radiator. I am going through the whole fuel system, and Lucy will be right...vacuum tank, lines, etc. The sending unit is on the way to Michigan for restoration. It was corroded and frozen solid. These are normal expectations, and when one has a car like this, it is something taken in stride. I am documenting what I am doing so others can avoid some of the learning curve, if they need to do likewise. My goal is to have Lucy roadworthy by the end of November (now February 2021). Now...to figure out how that hot water heater works!

