

MONTHLY NEWSLETTER

FLEETWOOD FLYER



Cadillac
LaSalle

CLUB
St. Louis Region

FEBRUARY 2023

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

Region Sponsor: ELCO Cadillac

15110 Manchester Road, Ballwin, Mo

Cadillac Sales Manger - Bill Pastor: 877-590-6609



FEBRUARY MEETING

Date: Wednesday, February 22nd**Time:** 6:30 PM**Where:** The Sports Cafe**Address:** 3579 Pennridge Dr., Bridgeton, 63044

SECRETARY'S REPORT

Happy New Year to All! Unfortunately, mine has not started well. On January 1st I was diagnosed with Guillain-Barre syndrome and spent most of January in various hospitals. I am now home, but the recovery is very slow. Therefore, this month's newsletter will be abbreviated.

I also throw out get well wishes to Mark McCullough to had a fight with an icy driveway and came out the worse with some broken ribs. I hope your feeling better, Mark. Luckily both Mark and I have excellent caregivers at home, both named Cindy!

Holiday Luncheon: Director Todd Tobiasz has provided the following update on our January luncheon. Thank you, Todd!

Thirty-five members and guests met at Favazza's Italian restaurant on the Hill January 7th for our regular meeting and annual Holiday party. Favazza's served their exceptional lunch and we all had a nice chance to catch up with each other before we started the meeting.

We mourned the passing of Willette Weber, wife of Fred Weber, in December. We wished speedy recoveries to Craig Masterson and Mark McCullough. And we were glad to see Noel Wilson

at lunch and that he seems to be recuperating well.

After some discussion about the great fortune in our treasury and gifts we made during 2022, it was agreed that we make a \$500 donation to the CLC Museum and Research Center. We missed the update from our secretary and membership czar, but our treasurer said he could be trusted to take and properly record members' dues payments for the new year. He appeared to be doing a brisk business.

Members enjoyed the visit to the Huff Collection in late November. We have events planned for February (dinner at the Sports Cafe in Bridgeton), March (visit to Thomas Quick's garage), and July (a return to Gateway Classics). Our October annual show is being planned with the Jaguar Club at a venue they use, which sounds exciting. We have suggested events from Dave Stephens and Phyllis and Rich Steckel that we will firm up.

I am also working on another Fall driving tour, probably in October, with the Rolls Royce Owners Club and Classic Car Club to the Kansas City area. We've recruited leaders from our sister clubs there to help with the planning. I don't believe we've done much with our neighboring CLC clubs in the past. Tentatively this trip would be two nights, but like last year's trip, with an opportunity to customize the timeframe for what participants have available.

We closed the meeting by feasting on chocolate and lemon cakes. Here's to a New Year that

improves rapidly from the rough start experienced by a couple of our members and to their continued recovery.

Todd



LAST CALL—2023 CLC-StL Dues—Still \$15!:

February is the LAST CALL for 2023 CLC-StL membership renewal if you wish to continuing receiving the Fleetwood Flyer and be listed in the CLC-StL Membership Directory to be distributed with the March newsletter.

A 2023 CLC-StL Dues Invoice will be provided with the email distributing this newsletter. Due to my recent health issues I am not up to date on current dues status by member. If you have any questions, please contact me, and Treasurer Ted and I will determine your membership dues status and get back with you.

Newsletter Articles Needed!: Whether you have contemplated writing an article in the past but have not found the time, or never considered it before, well, now would be the time! With my current health issues and impairments, I'm looking for any help to continue providing an entertaining newsletter for the Club as I progress through my

recovery. Thank you in advance for any assistance provided.

I had noticed that Benjamin Roach has been very active on our National Club Forum seeking advice and opinion as he diligently works on his 1975 Eldorado Convertible. I'm very impressed with his ability to roll up his sleeves and dive into the various repairs needed. I reached out to Benjamin asking if he might prepare and article on his recent repair work, providing me with content for this month's newsletter. Benjamin responded quickly with a great article. Thank you so much, Benjamin!!!

Ron Funk and Noel Wilson have also provided some photo's for you enjoyment. Thank you, Ron and Noel!

Many Thanks: Many thanks to all who have sent Get Well wishes my way. It is greatly appreciated and certainly helped to lift my spirits!

Craig Masterson

CADILLAC CAMPER

By: Craig Masterson
(Photos from Ron Funk)

On a recent trip to the self-proclaimed Corvette Capital of the World, Schroeder Motors, in St. Charles, Ron Funk came across this "Cadillac Camper".



I reached out to the dealer via their website asking for details on the camper and an asking price. But alas, no response. A missed opportunity on their part!

With the trim on either side of the headlights and the style of the emblem on the front fender, I believe this camper is built on a 1956 Cadillac Sedan.

At our November meeting the Steckels gave a presentation on their visit to the 2022 CLC Fall Festival. They brought their Hi-Low camper and camped on the very under-utilized campground adjacent to the Festival's location at the Gilmore Museum. Wouldn't this camper make for a real campground conversation starter at a future Fall Festival?

CCCA MEETING

By Craig Masterson
(Photos by Noel Wilson)

The Classic Car Club of America held a meeting in February, inviting CLC-StL members to attend. The meeting was held at classic car dealer Hyman LTD. Below is a selection of photo's of the impressive automobiles held for sale by Hyman.



'75 ELDORADO RESTORATION UPDATE

(By: Benjamin Roach)

It has been about a year since Craig allowed me to publish a story detailing my history with Cadillacs, as well as the acquisition of my current driver: a silver 1975 Eldorado. In that article I stated my intention to transform this somewhat neglected beauty into reliable daily transportation. I am happy to report that, for the most part, my goal has been achieved. In the roughly 18 months since I bought the car in Spokane, WA and limped it home with a bad accelerator pump, the Eldo has been alternately taken apart, put back together, replaced, rebuilt, and otherwise nursed back to health, and is now a primary means of transportation that I don't hesitate to trust far from home, and that has provided many hours of enjoyable cruising.

Now that safety and reliability are (mostly) complete, I've turned my attention to smaller, less prominent, but equally intriguing features of the car. I've decided to detail three of my recent projects that I found interesting. I hope you find

the journey entertaining, as well as educational and encouraging for those of you who are undertaking similar projects.

The Automatic Antenna

As many of you are aware, when my Cadillac rolled off the production line it had a simple, yet classy feature: an automatic antenna. This antenna would extend itself when the radio was powered on, and silently retract when turned off. This, of course, saved upper-class Cadillac buyers from the plebian task of flipping a switch, and also provided children with endless amusement watching the stalk extend and retract, as if by magic. When I took ownership of the Eldo, this feature, sadly, was not functional. In fact, I discovered a previous owner had rewired the antenna directly to the dashboard switch, bypassing the factory setup.

In a properly wired system when the radio is powered on, a wire transfers power from the radio to the antenna relay, where it is then carried through the firewall and into the power antenna motor assembly: specifically, the

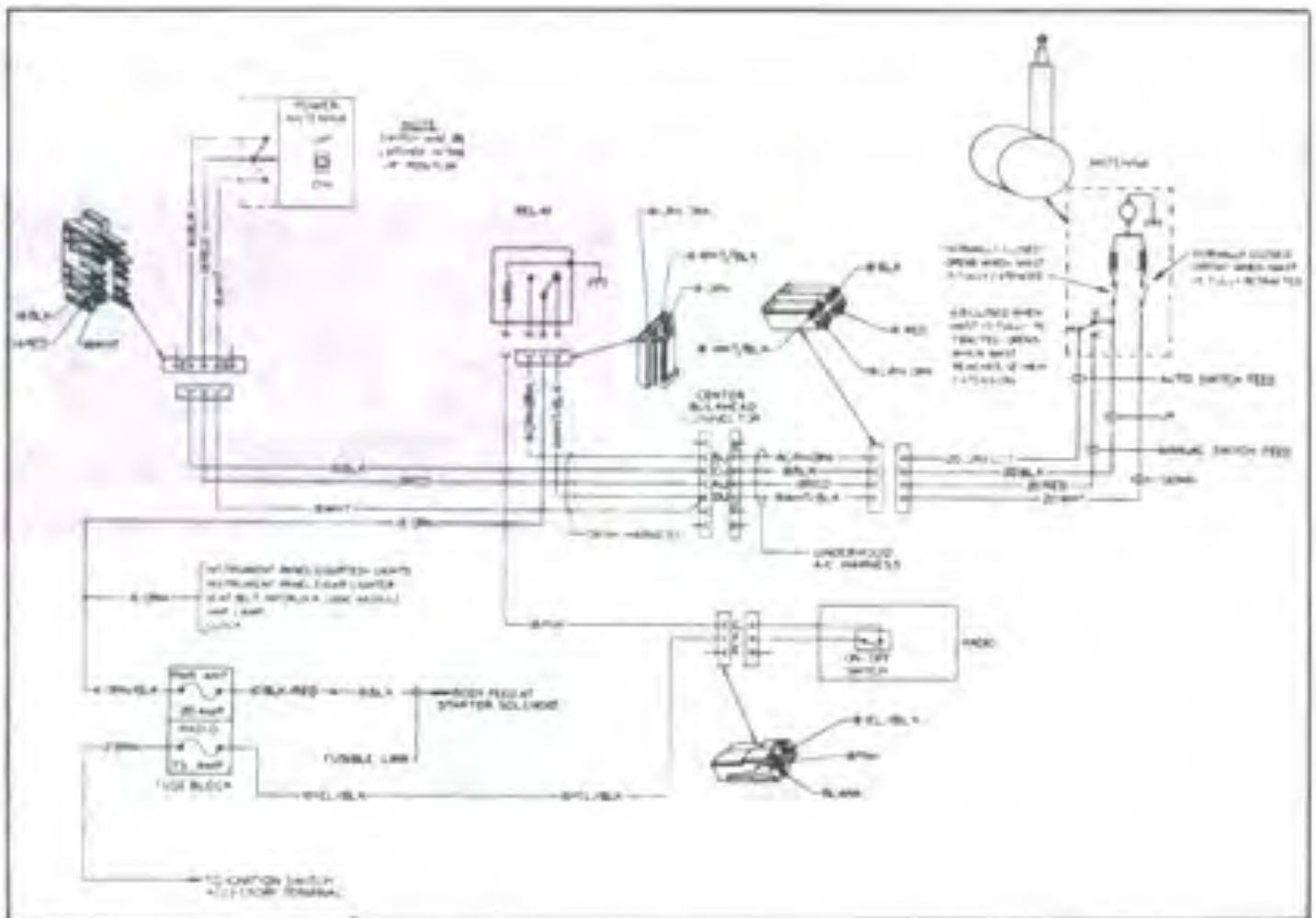
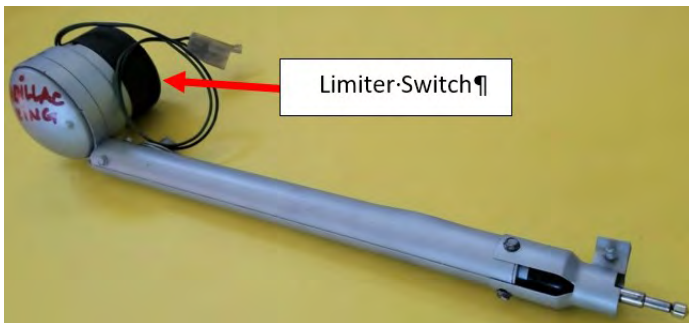


Fig. 12-46 Electric Antenna Wiring Circuit Diagram

antenna limiter switch. This limiter switch allows the antenna to extend roughly 12", at which point it cuts the power to the antenna, and reroutes the electric current to the dashboard switch. This allows the dashboard switch to manually raise the antenna the rest of the way (the switch locks in the "up" position if desired), or lower it manually. When the radio is turned off, a secondary power source lowers and seats the antenna. This is roughly illustrated in the attached diagram (prior page) from the factory service manual (a book I highly recommend if you intend to work on your car!). In my vehicle, the motor had been hardwired directly to the dashboard switch.

After some research and troubleshooting, I ascertained that the reason for this re-wiring was that the limiter switch no longer functioned properly: that is, it did not correctly channel the radio's electrical current to raise the antenna 12", nor appeared to transfer power back to the dashboard switch properly. I decided to replace the limiter (essentially a black "cap" on one end of the antenna motor assembly), and attempt to restore the wiring to original design.



The limiter itself was challenging to locate. The restorers I contacted did not sell them individually, understandably preferring to keep them for their own restorations. I briefly considered buying an entire restored antenna unit, but ultimately was able to locate a limiter, sold separately, on eBay.

Once the limiter arrived, the process was fairly straight forward. Removal of the antenna assembly was relatively easy, if a bit cramped, and installation of the new cap was very simple. The wiring proved a bit more of a challenge, as I had to decide how much of the dashboard I wanted to tear out to try and locate the original wire ends, if they were even still there. Ultimately, I decided the answer to that question was "none of it", so I used a multimeter to identify the correct wires coming through the firewall connector, and spliced into them with fresh wire leading to the radio and dashboard

switch. This allowed me to restore the original wiring as per the shop manual, with minimal disruption to the rest of the vehicle.

I am happy to report that the project was a great success. The antenna happily raises and lowers of its own accord, and my 5-year-old son quite enjoys turning my radio on and off...and on and off again!

Cruise Control (my own "self-driving" car!)

Another system I wanted to restore was the cruise control. I had not originally cared much about it, but as I began to systematically replace the vacuum lines in the car, curiosity got the better of me, and I began to research the system.

The cruise control system in the '75 Eldorado is a simple, though ingenious setup, essentially consisting of 5 parts – the dashboard switch to activate; the control stalk on the steering column to set and adjust speed; the servo, which is a rubber diaphragm near the driver-side rear of the engine; the transducer, attached to the firewall, and which the speedometer cables also route through; and the brake release valve at the brake pedal. All this is connected by a few wires, and a lot of vacuum lines.

In testing my system, I discovered that the rubber diaphragm was leaking, and that the transducer was not functioning properly. Incidentally, this dysfunction in the transducer also resulted in my speedometer not working, as the speedo cables got gummed up by the failing transducer (I was able to temporarily bypass this by running the upper speedo cable directly to the transmission).



These parts are HARD TO FIND. Fortunately, however, I finally found the one eBay seller who seems to have both, and was knowledgeable enough to help me; ([ricaraudio2011](#), in case anyone else is looking). He was able to provide me with a diaphragm from a corvette, which apparently is close enough to work, as well as a

rebuilt transducer—we started with a NOS one, but unfortunately it had issues and had to be replaced, which the seller was happy to do for me.

Installing the parts was simple enough, and after ensuring that the vacuum lines were hooked up, and especially that the brake release was working properly, I was able to successfully drive the car down the highway with cruise control engaged. It was quite an exciting feeling, and I remain amazed that a couple of old “boxes” and vacuum lines can keep my 5200 lb car going 65mph down the highway. I like to brag that my car can drive itself now, just like the new ones, (well, almost)!

Relays & Switches: Resurrecting a convertible top

When I purchased my Cadillac, it had recently been outfitted with a new top. As part of the installation, the previous owner had installed a new, aftermarket switch under the dash, apparently due to operating issues with the OEM dash switch. I was content to use this system for a while, but was curious if I could restore function to the original switch, as I preferred both the aesthetic and functionality of the original.

After some research, I ascertained that it is somewhat common for the original dash switches to wear out, because the full amp load of the convertible top motor was going through it. Two members of the national club suggested installing relays to carry the load of the motor, while still using the OEM switch as a trigger. I had never really used relays in the past, but figured it was worth a try. After a good deal of research, I came to a solution that I believed would work:

1. I retained the original wiring from the switch (one power in, two powers out, one each for up and down), but extended it to connect to the triggers on two separate relays I purchased (one for up, and one for down). I additionally changed the power source for the dash switch to a 12v constant wire under the dash (I actually tapped into a courtesy light source).
2. I rerouted the power source that used to go into the dash switch to go into both relays, and attached the two wires to the motor to each relay as well. So now when the dash switch is pushed, it uses the low amp load 12v constant from the courtesy light to trigger the relay, which then connects the power source to the convertible motor through the relay (which bears the load), and enables the top to move.



IT WORKED! This was definitely a satisfying project, particularly as I had very little working knowledge of relays prior to starting, and I very much enjoy using the OEM dash switch to control the top.

With these, and many other fixes both small and large, I am accomplishing my goal of a (mostly) reliable car capable of daily transportation, with the classy style of an old school Cadillac. I have a few other tasks on the list in the short term, and am hoping for many years of continued enjoyable use beyond that.



