



FLEETWOOD FLYER



CLUB
St. Louis Region

MARCH 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



MARCH MEETING

Date: Saturday, March 11th

Time: 11:00 AM

Where: Thomas Quick's "Garage"

Address: Provided by email

Notes: \$5 will be collected from each member/guest to defray the cost of lunch and beverages to be provided at the meeting.

SECRETARY'S REPORT

Our February meeting was held at the Sports Café in Bridgeton. Fifteen members attended. This was our first meeting at this location and the meeting room and food were top-notch. I understand why several other car clubs hold meetings at this location on a regular basis.

Although he was not in attendance, it was reported that Bob Schuman has decided to sell his 1951 Cadillac 6137 Coupe and 1948 Oldsmobile Sedanette. For those of you who have not seen Bob's cars, they are exquisitely finished. More details will follow in a future newsletter regarding information and particulars on the Cadillac for sale.

As noted above, our next meeting will be at Thomas Quick's garage. Director Todd reports that he and Thomas are currently working on Todd's 1936 Cadillac. The vacuum advance was not operating correctly, and it was found that the diaphragm had a hole. The vacuum advance has been sent to Texas for rebuilding. While waiting for the rebuild, Todd is correcting a few other engine-related issues found not to be correct for the car.

Easter Auto Show:

The renowned Horseless Carriage Club Easter Auto Show at Forest Park is fast approaching. Per Todd's recent email (immediately below), there are enough members interested in participating, allowing us to display as a club:

Ok Folks, we've got us a convoy. I have eight participants so far for a CLC group at the Easter Show. We will be allocated at least 1.5 spaces per car. Also, please note, since we are displaying as a club there is no restriction on the age of the car. All Cadillacs and LaSalle's, from the oldest to the newest, are welcome to display.

Please send or email me a copy of your registration. The fee is \$15 per car. I will need your registration and payment by March 20th so I can reserve our space.

This will be an excellent venue for exhibiting our cars as a group. I hope you can make it. Contact me if you have any questions. Thanks, Todd (314-540-2431)

I have included a PDF file of the Show registration form with the email distribution of this newsletter.

2023 Club Calendar of Events: Todd reports that the 2023 Club Calendar of Events is getting filled in. Our April 15th meeting will be our Spring Car Show at Elco Cadillac. On July 29th we will return to Gateway Classic Cars as a featured car club for their monthly Caffeine & Chrome Car Show. Our October Car Show will be held on the 7th on the grass lawn of the Creve Coeur Elks Lodge in conjunction with the St. Louis Jaguar Club.

Another possible event in the planning stages is a meeting at an Italian restaurant, followed by a visit and tour of the nearby garage of Terry Wenger, maybe in June. The months of May, August and September are still open. Several members had suggested possible events last year and those opportunities will be followed-up on.

Todd is also working with the Rolls Royce Club on another fall driving event, building upon the great event we had last October—driving to Hannibal, MO with an overnight stay. This year's event will entail a drive to Kansas City (KC), with driving tours, visits to public and private automobile collections, and other museums of interest, in the KC area. Initial plans are to drive to KC on Friday, October 13th, spend two nights, and return Sunday, October 15th. There may be an option to stay a third night and return Monday. The plan is to stay at a hotel on the KC Plaza that would have secure underground-garage parking.

While not in attendance, Clayton Patterson has reported previously to Todd and I that he is working on another joint event with the Lambda Car Club. This event would be similar to the great restaurant and winery tour many participated in last August. Todd reports that he is not aware of Clayton having purchased any new cars recently!

Gene Bossaller reported that an event the Oldsmobile Club has really enjoyed in past years is the July Guitars & Cars event held in downtown Kirkwood. I will try to remember to provide more information on this event as it approaches.

National CLC News: Registration is now open for those who plan to attend the 2023 CLC Grand National in Albuquerque, NM. Many events are filling up, so act soon.

The National CLC has reported that the Board has approved the increase of all membership dues (excluding E-membership) with a modest \$10 annual increase, effective April 1. Now is the time to renew your National membership for the next three years! Lifetime membership, available to an existing member of 10 years, will increase to \$1,250. All dues categories DO NOT include a published Membership Directory, but one is available for purchase.

Member News: The Club's 2023 bad luck health news continues. Amber Tobiasz and Jim Gormley both had recent falls involving stairs. (Stairs ought to be outlawed or the makers sued!) Amber may have broken a rib or two, and Jim now sports a fashionable cast on his broken ankle. The Club wishes you both a speedy recovery and that you soon return to your "old" selves!



Your Secretary continues to recover from Guillain-Barré Syndrome. Several doctors have expressed their pleasure with the amount of progress over the last month—now two months following diagnosis of the disease. To me, progress seems slow, but there is progress. The doctors tell me to expect the recovery process to take 6 to 18 months to return to "normal", or whatever my "new normal" may become—assuming I was ever normal!



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 am grateful for any help to continue providing an entertaining and informative newsletter for the Club as I progress through my recovery. Thank you in advance for any assistance and articles provided.

Phyllis Steckel has submitted, long-distance, an article for our enjoyment, along with some exciting new-car news, as you will soon read and know what I mean. Thank you, Phyllis! We hope that you and Rich are having a great time and we cannot wait to hear about your trip.

I am anticipating our 1959 Cadillac finally making a drivable Club appearance this year, hopefully by summer. I hope to write some articles on the various mechanical repairs performed to get the car to its drivable, but patinaed, "barn-find" appearance.

To set the table, I am updating an article I submitted when George Bergen was newsletter editor. The article appeared in the June 2017 Fleetwood Flyer. It is difficult to fathom that it has been that long ago already. Newer members will not have seen the article, and its republication allows me to add to and update some details.

Craig Masterson

HELLO FROM THE SOUTHERN HEMISPHERE

(By: Phyllis Steckel)

Rich and Phyllis Steckel are aboard the Viking Neptune, presently off the southeast coast of Australia, northbound. Main stops so far have been Hawaii, Bora Bora, Moorea, Tahiti, New Zealand, Tasmania, and Melbourne area.

Rich and I are both Enrichment Speakers aboard; he does aviation topics and I do geoscience topics—so we are fairly busy while aboard. We have seen fewer US cars at our stops than we were expecting to see. Tahiti had almost all very small, economical, Asian-made (Japanese and

Korean) cars and trucks, with a very few high-end Jaguars, Bentleys, etc. New Zealand also had mostly small Japanese and Korean cars, too—with the exception of the area around Napier, NZ.

Napier prides itself on its Art Deco buildings and public architecture. One of the shore excursions included a private tour in a bevy of 1930s Pontiac, Ford, and Buicks, all of which were right-hand drive. We did pass by a 1956 pink-and-white Cadillac, which is somewhat of a local, automotive celebrity: (<http://pinkcadillac.co.nz/>).



On the Australian mainland we have seen a few more US-made vehicles, mostly newer, full-size pickup trucks.

Other news from the Steckels is that, just before we left for this trip, we sold our 2012 SRX and ordered a 2024 Lyriq; delivery probably won't be for a while, but we will certainly bring it to the CLC for inspection. Both of us are tired of gray, black, and silver new-car color choices, so we selected the color "Emerald Lake" (a metallic greenish/teal, I think) with a light-gray interior. Fingers crossed.

That's it from the Southern Hemisphere for now, and we hope that Craig and others continue in their recoveries. Godspeed and following winds, from Rich & Phyllis Steckel.

CADILLAC KISMET (Reboot of June/2017 Article)

(By: Craig Masterson)

The word "kismet" is a noun, defined as fate or destiny. It was "meant-to-be" —a perfect description of the quest for our '59 Cadillac Series 62 Convertible. Other appropriate words are "patience" and "perseverance" as you will soon understand.

From the outset, owning a classic Cadillac was the farthest thing from my mind, despite being born with the "car-crazy" gene. I liked hotrods, and muscle and sports cars. My limited past automotive ownership history includes a 1970 Dodge Challenger R/T Convertible in "Top Banana" yellow with a 383 Magnum engine, a 1980 Fiat X1/9, mid-engine with targa-top,

purchased new, and a 1985 Toyota Celica Supra also purchased new (which my dad said cost more than his first house).

In my early adulthood, I had no interest in Cadillacs or 50s era vehicles for that matter. During the 70s I attended car shows like the annual Horseless Carriage Club's Easter Show in Forest Park. I would marvel at the rounded and streamlined body lines of the cars from the late-30s and 40s. In my mind, those shapes were beautiful and ahead of their time. When I saw the 50s era cars with their bright and pastel colors, two-tone paint, huge chrome grills, and fins that were so out-of-style by the 70s, I thought "who would ever want to collect those cars—they are just so UGLY".

But, once auto manufacturers started downsizing their cars in the late 70s and early 80s, I realized these large, heavily-styled cars of the 50s-70s were truly unique and not just old used cars. Despite my earlier unfavorable opinion of 50s-era cars looking weird and ugly, I now saw them in a different light and appreciated their never-to-be-repeated styling. The 50s were the pinnacle of American automotive manufacturing with numerous innovations and over-the-top styling, changing on an annual basis. 50s-era-styling reflected America's post-war exuberance and optimism. I myself am a product of that decade!

The dawning of the space age and space race impacted the design and styling of a myriad of products including automobiles, appliances, furniture, etc. For automobiles, large tailfins and flowing designs and trim reminiscent of jets and rockets took hold. This jet-age and flamboyant styling really drew my attention and transformed the '59 Cadillac into my "Holy Grail" car, spawning my desire to own one someday.

In the summer of 1985, I drove by a large field at the southeast corner of Manchester and Dietrich Roads in west St. Louis County. This field now contains the Speedy's Gas & Wash and a strip-mall. A large variety of old cars (at least 50), trucks, tractors and construction equipment were parked in rows along Manchester Road in the field. A sign proclaimed the vehicles were to be sold at auction that fall.

The property and vehicles were owned by a gentleman named Bob Schall. Bob ran several businesses from this property; there were several large, metal buildings which had contained the mostly-unrestored vehicles now displayed for auction. The cars included many Model Ts and As, two Willys-Knights, a '22

Studebaker, a '24 Stanley Steamer Sedan, a '24 Flint, and a '25 Overland. A '57 Thunderbird was another tempting treat. There were also several trucks and gas and steam tractors from the 1910-20s-era. Bob was downsizing his collection for eventual sale of the property.

Oh joy of joys! In the front row of cars parked along Manchester Road sat a black '59 Series 62 convertible with ivory top and solid red leather interior. Here was my chance to acquire a '59 Cadillac in my own backyard—a convertible no less. I decided to attend the auction with the slight hope of purchasing the Cadillac, despite being in my 20s with limited financial resources.

At auction, the amount bid on the '59 Cadillac soon exceeded my available resources and was hammered sold. At that point, a '59 Cadillac did not look to be in my future, but I had been bitten by the Cadillac bug. I needed to reassess what other Cadillac, preferably a convertible, I might be able to afford. That alternate acquisition in 1988 (our 1971 Eldorado convertible) is a story for another day.

It so happened that in 1985, I also met my wife-to-be, Cindy. We found we had a lot in common, including a love of cars. We married four years later. At the time we met, her daily driver was the 1978 Firebird Trans Am she bought new, that was on display at the National Museum of Transportation last year. I have always been a big Firebird and Trans Am fan, having owned a 1973 Firebird Esprit. My dad joked that I married Cindy for her car!

Quick side story: Before I bought my Esprit around 1978, I was test driving a 1973 Trans Am that the owner claimed had the rare and desirable 455-SD (super duty) engine. It did not. While on the test drive I wanted to check the performance of this engine. I asked the seller, who was familiar with the area, if he thought there might be any cops around, so that I could test the car without fear of a ticket. He replied "Well, I'm a cop", so I floored it!

After my marriage to Cindy, and five years after the auction, her brother (Calvin) and his family moved into a home south of Pacific, MO. Calvin's father-in-law had purchased acreage with two homes on it. Calvin and his wife (Tina) purchased one of the homes on the property. We first visited their new home in 1990. I noticed a large metal building behind the house which I assumed housed farm equipment. When I asked what was in the building, I was told they would show me the various old vehicles that Tina's dad was storing.

Imagine my surprise when I stepped into the building and saw that same 1959 black Cadillac Series 62 convertible with ivory top and solid red leather interior! I asked if the car had been at an auction in 1985 along Manchester Road. They answered "yes". By a twist of fate, Tina's dad (Bob) was the same "Bob" whose auction I had attended. With my marriage to Cindy, that now made Bob my brother-in-law's father-in-law. Got that? It turned out that Bob still owned many of the vehicles that "sold" at the auction, including the '59 Cadillac. He was unhappy with the bids made on many of the vehicles and bought many himself, paying the auctioneer's commission to do so.

I explained to Cindy's family that before I had met any of them, I had attended Bob's auction with the intent to buy that '59 Cadillac. They told me Tina had worked at the auction selling refreshments with her mom and sisters. Calvin attended and videotaped the auction on a then state-of-the-art, shoulder-held, VHS video camera. Later, they were able to locate the videotape of the auction. Upon viewing the auction video, sure enough, there I was, a slimmer version of myself (with hair!) in my burgundy "Members-Only" jacket near that '59 Cadillac. So, once again, there was a potential '59 Cadillac in my future!

After rediscovering that Cadillac in 1990, I tried for five years, to no avail, to buy the car from Bob. We could never reach a meeting of the minds. I then suggested that we have the car professionally appraised. I offered to pay for the appraisal and even let Bob pick the appraiser. In 1995 the car was appraised at a value greater than I was expecting, based on its unrestored, "barn-find" condition. Despite that disappointment, I viewed the value established by the expert as my best and final opportunity to make a deal with Bob. I convinced myself that I would pay the appraised value if Bob agreed to it. I thought surely Bob would accept the appraised value, maybe even knock a few dollars off (since I was in a round-about way kind-of-related now). But, when I showed Bob the appraisal and offered to purchase the car, his response was "heck no, that's way too low; that guy (the appraiser Bob chose) knows nothing about these cars"!

My hopes of owning a '59 Cadillac were dashed. Unsuccessful once again to negotiate a deal, I resolved myself to the fact that this purchase from Bob was never to be. I surmised that I would only be able to buy the car if Bob still

owned it upon his passing, I outlived Bob, and none of his family desired the car. If such events unfolded, I hoped the family, knowing of my many years of fruitless attempts to purchase the car, would give me the first shot to buy the car.

Well, 14 years after my "appraisal fiasco", the chain of events leading to our eventual ownership was set in motion when Bob peacefully passed away in his sleep at the age of 81 in 2009. In October 2011, I was finally able to bring my 26-year quest to a close (1985-2011), completing the purchase of our black '59 Cadillac Series 62 convertible with ivory top and solid red leather interior, from Bob's estate.

The car, at that point, was located in Farmington, MO, having been moved again to other property that Bob owned. Then-Club-member Don Hoelscher performed the appraisal of the estate's vintage vehicles. I had neither joined the CLC nor knew Don at that time. Once we had the title transferred and the car safely in our garage, I would often go into the garage just to look at it. I remained in disbelief that we now actually owned the car that I had chased for 26 years. (At the time of purchase, those 26 years represented one-half of my time on earth!) Our '59 Cadillac now displays the license plate "JET-AGE"—a tribute to its styling.

Now, you know the saga of my Cadillac quest. Someone with no prior interest in Cadillacs contracted classic Cadillac fever. A '59 Cadillac—lost at auction (videotaped!), rediscovered as the result of a marriage between two car enthusiasts, ultimately stored in Farmington, MO—became our '59 Cadillac after 26 years. Was it fate or destiny? Was it kismet? I call it Cadillac Kismet! While Cindy and I are not the type who name cars the way some do, I now believe I may have to name our '59 Cadillac "Kismet".

As if my story is not already long enough, may I provide a few details about our '59 Cadillac? To be honest, I have never been a fan of black cars. In my eyes, 50s era cars should be colorful, two-toned, and preferably pastel! But, Cadillacs wear black exceedingly well. And, if you have a black car, nothing accentuates it better than acres of chrome which 50s-era Cadillacs have in abundance. So, I am happy with our black and chrome '59 Cadillac. The ivory top provides a nice contrast, and the solid-red interior provides a real splash of color, as if a gallon of bright red paint lost its top while on the paint shaker.

The car has a 2-way-power front seat and power windows (standard on the Series 62 convertible).

The car is not heavily optioned; however, notable options present include factory-air-conditioning (with e-z-eye tinted glass), cruise control, signal-seeking AM radio, and heater. 1959 was the first year GM offered optional factory-installed cruise control, in Cadillac's only. Other GM Divisions began offering it in 1960. (Cadillac was not the first to offer "modern" factory-installed cruise control; Chrysler offered its "Auto-pilot" in 1958.)

The glove box contained an owner's manual and recommended service schedule booklet reflecting Valley Cadillac in Rochester, NY as the selling dealership and an owner's address in Fort Lauderdale, FL. With a New York dealer and Florida address, I theorized the owner lived in New York, but had a Florida vacation home. That would explain the option choices of cruise control (driving from New York to Florida) and air conditioning (Florida heat and humidity).

Wrong! Upon further research and purchasing the factory build-sheet data, the car was originally sold through the St. Louis Cadillac distributor. But, I do not know which dealership in the area at that time sold the car. The owner documents in the glove box upon further review were for a Gotham Gold four-door Sedan! So, I guess Bob had acquired the owner's manual and service schedule at a swap meet.

The car still displays a 1962 City of Ladue, MO registration windshield sticker. Bob claimed he was the '59's second owner, having bought the car from the original owner's elderly wife in 1969 for \$900! Amusingly, Tina says that her father routinely drove her to school in the car and that she was embarrassed to be seen in it. In fact, he drove it to her Girl Scout picnic and her girl scout friends thought it was the Batmobile!

For those who have seen our '59 Cadillac, it looks fairly "presentable" for an unrestored "barn-find" car, but there is much work to be done on the mechanicals. I have replaced all of the convertible top hydraulics, the fuel pump and have installed a rebuilt carburetor. When I removed the back seat to replace the convertible top hydraulics, I found a wadded-up Detroit newspaper dated January 21, 1959, stuffed into the body structure, likely "installed" as the car moved down the assembly line. The build sheet confirms the car was built January 22.

The car has a newer exhaust system and gas tank, but the gas gauge is not functional. Transmission and coolant leaks need to be addressed. It burns some oil. The a/c, cruise control, wipers, washer, radio, and power

antenna are non-functional. Exterior and interior cosmetic issues exist. My short-term plan is to address the mechanicals in order to have a safe and road-worthy car, (maybe add a dual master cylinder), and clean-up the original cosmetics as much as possible. Long range, the car may get more body and interior help.

(NOTE: Many of the mechanical shortcomings listed above have since been addressed over the past 18 months and will be discussed in a future article).

If you have reached the end of this rambling Cadillac story, give yourself a gold star, as you have persevered, as I did to acquire our '59 Cadillac! The following pictures show me and the '59 Cadillac at the 1985 auction and show some of the vehicles Bob owned that were housed with the Cadillac in Farmington, MO.



1925 Willys-Knight 4 Dr. Touring w/sleeve-valve 4-cyl engine; 1925 Chevrolet "Gypsy Wagon" Motor Home



Craig and his future '59 Cadillac (videotaped by his future brother-in-law at the 1985 auction)



1919 VIM Produce Truck; 1938 Ford 4 Dr. Convertible



In storage in Farmington, MO before our purchase



On the way to its new home after purchase!

GREAT BURMA SHAVE QUOTES !

IS HE LONESOME OR JUST BLIND -
 THE GUY WHO DRIVES SO CLOSE BEHIND?
 A NUT AT THE WHEEL, A PEACH ON HIS RIGHT -
 A CURVE IN THE ROAD, FRUIT SALAD THAT NIGHT.
 CAUTIOUS RIDER TO HER RECKLESS DEAR -
 LET'S HAVE LESS BULL AND LOTS MORE STEER.
 PAST SCHOOLHOUSES TAKE IT SLOW -
 LET THE LITTLE SHAVERS GROW !



LaSalle
CLUB
St. Louis Region

March Edition

2023

**CLC - St. Louis Region
Calendar of Events**



Date	Day	Time	Event	Location	Notes
1/7	Sat	1:00 PM	Monthly Mtg & Holiday Party	Favazza's Restaurant, 5201 Southwest Ave.	
2/22	Wed	6:30 PM	Monthly Mtg	The Sports Café, 3579 Pennridge Dr., Bridgeton	Come Hungry!
3/11	Sat	TBD	Monthly Mtg	Thomas Quick's Garage	Food & Beverage provided/\$5
4/15	Sat	10 AM-2 PM	Monthly Mtg & Spring Car Show	ELCO Cadillac, 15110 Manchester Rd, Ballwin	Food & Beverage provided
5/??	Sat	TBD	Monthly Mtg	Details Forthcoming	
6/??	TBD	TBD	Monthly Mtg	Details Forthcoming	
6/20-24			CLC 2023 Grand National	Albuquerque, New Mexico	
7/29	Sat	8 AM-12 PM	Mo. Mtg - Caffeine & Chrome Show	1237 Central Park Dr. , O'Fallon, IL 62269	Gateway Classic Car-CLC Featured
8/??	TBD	TBD	Monthly Mtg	Details Forthcoming	
9/??	Sun	TBD	Monthly Mtg	Details Forthcoming	
9/22-23	Fri/Sat		CLC 2023 Fall Festival	Hickory Corners, MI - Gilmore Car Museum	
10/7	Sat	TBD	Annual CLC Car Show & Monthly Mtg	12481 Ladue Rd, Creve Coeur, MO 63141	At Elks Lodge, w/ Jaguar Club
10/13-15	Fri-Sun		Rolls Royce / CLC-StL Joint Club Tour	Kansas City area	Details to follow
11/15	Wed	6:00 PM	Monthly Mtg	ELCO Cadillac, 15110 Manchester Rd, Ballwin	Final Meeting of 2023
Other Local Car Related Events					
4/9	Sun	8:00 AM	HCCMO-Annual Easter Car Show	Forest Park-Muny Opera Upper Parking Lot	
6/18	Sun	10 AM-3 PM	HCCMO-Father's Day Car Show	Museum of Transport., 2967 Barrett Station Rd	
9/16	Sat	11 AM-2 PM	Kicks On 66/R.Gori Memorial Car Show	Edwardsville, IL	
9/17	Sun	8:00 AM	HCCMO Show & Swap Meet	Chesterfield Mall - former Sears parking lot	
10/28	Sat	7 PM-11 PM	Archway Oldsmobile Charity Trivia Night	2500 Raymond Dr., St. Charles, MO	Amer.Legion #312, \$20/person