



## MONTHLY NEWSLETTER

# FLEETWOOD FLYER

HAPPY  
Father's  
Day!



LaSalle  
CLUB  
St. Louis Region

### JUNE 2023

**Director:**

Todd Tobiasz: 314-540-2431 <ttobiasz@sbcglobal.net>

**Associate Director & Annual Show Chairman:**

David Baker: 636-575-9554 <dkb9323@gmail.com>

**Treasurer:**

Ted Fivian: 314-752-5763 <swunland@sbcglobal.net>

**Secretary & Newsletter Editor:**

Craig Masterson: 636-891-8010 <bigv8@swbell.net>

**Webmaster & Nat'l Director-St. Louis Region:**

Kevin Williams: 314-481-9111 <stlwc1@yahoo.com>

**Sponsorship Chairman:**

Open

**National Website:** <cadillaclasalleclub.org>

**Region Website:** <cadillaclasalleclubstl.org>

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

**Region Sponsor: ELCO Cadillac**

15110 Manchester Road, Ballwin, Mo

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



### JUNE MEETING

**Date:** Wednesday, June 21st

**Time:** 6:00 PM to eat; meeting starts at 6:30 PM

**Where:** Sonic Drive-In (parking lot in back)

**Address:** 1002 S. Kirkwood Rd (at Big Bend Rd),  
Kirkwood, MO 63122

**Meeting Notes:** We will meet on the parking lot behind the Sonic Drive-In at Kirkwood Commons, on the southeast corner of Big Bend Rd. and S. Kirkwood (Lindbergh) Rd. For those planning to eat at the meeting, you can bring your own "picnic" or indulge in fast-food from the Sonic Drive-In or the nearby Raising Cane's or White Castle. Please bring a lawn chair. Weather looks to be good.



### SECRETARY'S REPORT

**May Meeting:** Our May 24th meeting was held at Bandanas BAR-B-Q in Maryland Heights. We had another good turnout of 21 members and guests. All enjoyed the good BBQ and sides.

Treasurer Ted reports that with our individual and Club matching donations to the McPherson Automotive Restoration Program scholarship fund in 2022, we were informed that Director Todd & the CLC-StL Region have received a 2023 Citation of Merit and have been inducted into the McPherson College President's Club!

Ted reports our treasury balance is slightly more than a c-note less than five grand. So, the Club has capacity for future donations to worthwhile organizations and charities that we support.

Todd chimed in that with our recent \$500 donation to the National CLC Museum & Research Center located on the grounds of the Gilmore Auto Museum, he received a very nice letter from Bill Anderson, the Museum's President and Director, thanking our Region for the generous contribution.

Next, Todd and Craig briefly recapped our April Magic Motors tour in central Illinois and the Diamond Mineral Springs Restaurant/Copper Dock Winery Cruise. The May newsletter provided the enjoyable details on both events with plenty of pictures. As Todd stated, the Magic Motors trip was a real eye-opening experience as to the dedication and enthusiasm displayed by the event's hosts who shared their collections with us.



**Grand National:** The 2023 Grand National in Albuquerque, NM starts next week, running from June 20th-24th. I am aware of at least three members attending. Luckily, one of those attending is our annual Grand National event reporter, Doug Birk. Members always enjoy Doug's reporting on the Grand National and the sharing of his treasure-trove of Cadillac knowledge he includes about the vehicles in attendance. Our Director and Webmaster are also attending. Y'all have a safe trip and have fun!

**Rally At The Roost:** On Saturday, June 10th, the weather cooperated for the first "Rally At The Roost" car show sponsored by Two Chicks Vintage Market Place, in Ellisville, MO. In addition to a good turnout by Club members, several other individuals and clubs participated, including the Fabulous Fifties Chevy Club.

Fifteen CLC-StL members and guests participated with twelve vehicles, including four non-Cadillacs. A Club highlight was Larry Hassel's 1931 LaSalle Rumble Seat Coupe, which is now running fine, with "Teddy" in the rumble seat!



Non-Cadillac vehicles displayed included the Masterson's 1978 Pontiac Firebird Trans Am, an original-owner vehicle, ordered by Cindy from Lou Fusz Pontiac in 1978, and their 1967 Mercedes-Benz 250SL (European model).



Larry Hassel also brought his beautiful, recently-restored, 1970 Volkswagen Beetle.





Another display highlight was Mark McCullough's 1959 GMC D930 Series Truck. As Mark says, "if you can't bring the baddest, bring the biggest"! Mark's truck is from Black Rivers Fall, WI and was owned by Jackson County to pull low-boys, the low-slung trailers used to haul heavy equipment such as bulldozers.

The engine is a 426 cubic-inch (no, not a hemi!) straight-6, two-stroke diesel with a 17 to 1 compression ratio. The engine has direct injection, 4-valves per cylinder, and a roots-type supercharger blower. This is the type of blower that is adapted for use on drag-race engines.

The drivetrain includes a 6X4 double-overdrive with two transmissions. The dually-wheeled, single rear axle has a differential ratio of 6:38. So, this truck is a real stump (tractor) puller, not a racer, with a top speed of 60 mph. Mark, thank you for bringing your neat truck out for us to drool over!



**Calendar Event/Show Updates:** First off, you will see on the calendar that we do not yet have a meeting/event scheduled for August. Director Todd will make an inquiry as to the possibility for a Club visit to view a private auto collection of 40 mostly-pre-war cars and trucks dating back to the 19-teens.

Pending that possibility, we also have the possibility for future 2023-2024 tours of the Muny Opera, Channel Nine TV Studios and the Fox Theater. Member suggestions (and planning/arranging assistance) of future fun events for the Club are always encouraged and much appreciated.

Here are upcoming 2023 planned CLC-StL events and other local events:

- ♦ **June 18th, HCCMo Father's Day Show:** Sunday, 10 AM to 3 PM at the National Museum of Transportation, Pre-registration ends June 12. Day of show registration may be possible if the 80-vehicle limit is not met before show day.
- ♦ **June 24th, Pacific, MO Car Show:** Saturday, 8 AM to 11 PM. <<https://www.pacificmo.org/event/pacific-car-show>>. The Steckels plan to attend, arriving at 8 AM unless it is exceptionally hot. They will attempt to display at or near the Pacific Presbyterian Church, on the south side of St. Louis Street. Several members have attended this show in the past and have always enjoyed it.
- ♦ **June 25th, Ava Kern Charity Car Show:** Sunday, Register 8 AM to Noon. Fundraiser in Columbia, IL for 4-year-old Ava—diagnosed with Leukemia. \$20 to Show, \$10 to Display. 35 Classes and Specialty Awards. Westpark Bowl & Columbia City Saloon, 1101 Valmeyer Rd, Columbia, IL 62236.
- ♦ **July 3rd, Twin Oaks Presbyterian Church Car Show:** Monday, Register 9 AM to Noon. Entry Fee: Canned goods or non-perishable food items to restock the charitable food pantry. Judging 1-2 PM, Top 15 Picks and Peoples Choice Awards at 2 PM. 1230 Big Bend Road, Ballwin, MO. (Several members have attended and recommend this show).
- ♦ **July 29th, CLC Mtg & Caffeine & Chrome Car Show:** Saturday, 9AM. We will return to Gateway Classic Cars as a featured car club for their monthly Caffeine & Chrome Car Show.
- ♦ **September 10th, CLC Mtg & Wheels in Motion Car Show:** Sunday, 9AM-4PM. Charity benefit for The National Children's Cancer Society. \$20 car display registration fee.
- ♦ **October 7th, CLC-StL Fall Car Show:** Saturday, our October Club Fall Car Show will be held on the grass lawn (à la Pebble Beach!) at the Creve Coeur Elks Lodge in conjunction with the St. Louis Jaguar Club Show.
- ♦ **October 13-15th, Rolls Royce/CLC-StL Joint Club Tour:** Friday-Sunday. In conjunction with the Rolls Royce Club, this year's fall cruise will entail a drive to Kansas City (KC), with driving tours, visits to public and private automobile collections, and museums of interest. 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 County Club Plaza that would have secure, underground-garage parking. Stay tuned for more details!

**Member News:** The Steckels have returned home from their around-the-world cruise. Welcome Home! We look forward to hearing more details about their trip at future club meetings and events. Phyllis had previously reported before their trip that they have placed an order for a new Cadillac Lyric EV. They expect delivery in 6-12 months.

Phyllis also reports that she and Rich were at two local car shows recently. A gentlemen came around handing out a flyer: he offers to hand-paint a picture of your car on a hubcap or on regular stretched canvas. He had no in-hand examples to show, but the flyer shows his artwork to be quite nice. Phyllis is not aware of pricing, and states this is NOT an endorsement. But if anyone might be interested, he can be contacted through <www.frostyscars.com> or 314-947-6631.

By attending the June 10th Rally At The Roost car show, driving a manual transmission car (a two-foot feat!), your Secretary can report that he successfully drove for the first time since late December after being diagnosed with Guillain-Barré syndrome. My recovery continues, albeit at a reduced pace. I hope my limb numbness and pain symptoms are resolved by year-end, but a two to three year recovery period is possible according to those in the know.

In this month's edition, George Bergen reprises his article with updates on the restoration of his 1949 Fleetwood 60 Special. George's article was previously in the Fleetwood Flyer before many of us had joined the CLC, and thus are unfamiliar with George's restoration efforts. I have long admired George's car, but after reading his article I have a whole new perspective. All I can say is WOW, George, you truly made a silk purse out of a sow's ear, very impressive! Thank you, George, for your great article; I know all will enjoy and be inspired by it!

*Craig Masterson*

### **GM VEHICLES TO ACCESS TESLA SUPERCHARGES**

(By: GM Newsroom Press Release)

DETROIT – General Motors Co. announces a collaboration with Tesla to integrate the North American Charging Standard (NACS) connector design into its EVs beginning in 2025. Additionally, the collaboration will expand access to charging for GM EV drivers at 12,000 Tesla Superchargers, and growing, throughout North America. This agreement complements GM's ongoing investments in charging, reinforcing the

company's focus on expanding charging access across home, workplace, and public spaces and builds on the more than 134,000 chargers available to GM EV drivers today through the company's Ultium Charge 360 initiative and mobile apps.

The Tesla Supercharger Network will be open to GM EV drivers starting in 2024 and will initially require the use of an adapter. Beginning in 2025, the first GM EVs will be built with a NACS inlet for direct access to Tesla Superchargers without an adapter. In the future, GM will make adapters available for drivers of NACS-enabled vehicles to allow charging on CCS-capable fast charge stations.

GM will also integrate the Tesla Supercharger Network into its vehicle and mobile apps, helping drivers quickly and easily locate, pay for, and initiate charging at available Tesla Superchargers. This will complement the charging experience at the growing Ultium Charge 360 Network of charging stations, as well as additional charging stations GM makes available through existing integrations with other charging networks.

GM continues to work with others in the industry to accelerate the installation of home, work and public charging as part of its Ultium Charge 360 initiative. This includes collaborations with Pilot Company and EVgo that will add more than 5,000 DC fast chargers to the nearly 13,000 existing DC fast chargers in North America, as well as the deployment of community chargers throughout the U.S. and Canada. These initiatives, combined with this new collaboration with Tesla, will offer GM customers access to one of the largest integrated networks of high-power charging stations in North America.

<<https://news.gm.com/newsroom.detail.html/Pages/news/us/en/2023/jun/0608-gm.html>>



**CADILLAC RETURNS TO  
24-HOURS OF LE MANS**  
(By: Craig Masterson)



The 24-Hours of Le Mans race was run on the weekend of June 10-11. This was a memorable race and outcome for several reasons. This year marked the 100th anniversary of the 24-Hours of Le Mans, which was first held in May 1923 to help spur innovation in the growing automotive industry by emphasizing not just speed, but also efficiency, reliability, and endurance.

After a 21-year hiatus, Cadillac returned to Le Mans, with three Cadillac Racing entries in the



Hypercar Class. A Le Mans Hypercar (LMH-type) is a sports prototype race car that competes in the Hypercar class of the FIA World Endurance Championship alongside similar cars developed for the 24-Hours at Daytona (LMDh-type). The Le Mans Hypercar regulations were created and consolidated recently to allow these two similar, but different, race car types to compete against each other in both events, thus paving the way for Cadillac's return to Le Mans.

Northstar LMP Le Mans Prototype race car powered by the Northstar V8 engine. Cadillac's Le Mans effort ended after 2002 when General Motors decided to cancel the project and concentrate solely on their Chevrolet Corvette racing program.

The overall 2023 winner of Le Mans in the Hypercar class was Ferrari. This was very momentous for Ferrari, as it was their first overall win in 58 years, dating back to 1965, when Ferrari won its sixth successive overall win at Le Mans. That was the era when Ford tried to purchase Ferrari, only to be spurned by Enzo Ferrari. Henry Ford II then set out to beat Ferrari at Le Mans, eventually finishing 1-2-3 in the 1966 race with their



While not winning outright, all three Cadillacs finished the race. The No.2 Cadillac V-Series.R car earned its first podium finish at the historic event, placing third overall. The No.3 Cadillac V-Series.R car earned a fourth-place overall finish. The third No.311 Cadillac, after a lap-one racing incident, was able to return and battle back to a 10th place finish in class.

Cadillac first competed in the iconic endurance race in 1950. The 1950 24-Hours of Le Mans race saw the entry of two Cadillac Series 61 racers: one was a production model fitted with a racing engine; the other was nicknamed "Le



Monstre" for its wild, aerodynamic appearance that was completely unlike that of any other postwar Cadillac.

Five decades passed until Cadillac would again appear at Circuit de la Sarthe with prototype race cars in 2000-2002. That effort fielded the Cadillac

Ford GT40 race cars. Ford would again win Le Mans in 1967, 1968 and 1969, before relinquishing the title to Porsche in 1970.

With the Ferrari win in 2023, Toyota Gazoo Racing saw their five-year 1st place overall winning streak come to an end, finishing 2nd and 51st overall. The Toyota car finishing 51st

did not complete the full 24-hour race. That car was leading the race in the 16th hour, when it hit a squirrel, causing a crash and too much damage to continue. I guess that was the Ferrari rally squirrel!

## **SHADE TREE RESTORATIONS**

(By:George Bergen)

Note: This article originally appeared in the August 2008 Fleetwood Flyer before restoration was complete. This is a revised and expanded version that might interest our newer members.

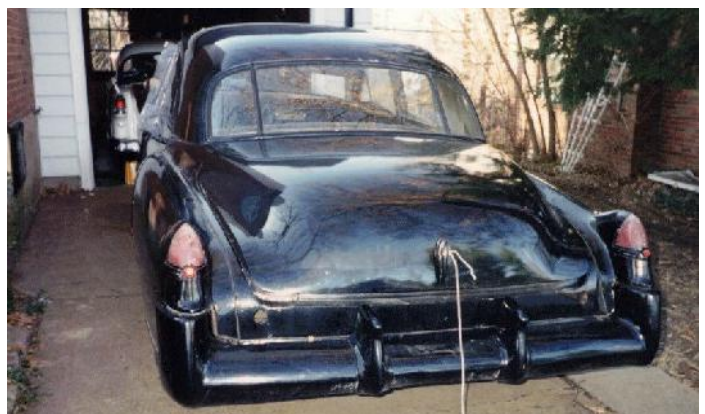
When I was young, I admired the beautiful old cars I would see at shows and thought about someday buying one to work on. About 50 years ago (I can't believe it was that long ago now), I took the plunge and bought a 1939 Chevrolet Master Deluxe sedan that was advertised in South St. Louis for \$250. The owner had the car running for me when I went to pick it up, but after I had driven about a block away, it stalled on a hill, and I could not get it restarted. In anticipation I had brought a sturdy chain, so I hooked it up to our modern car, driven by my wife, and persuaded her to tow me home to Kirkwood—something she subsequently vowed never to do again. Our two young children riding with her learned some words that day that they had never heard before.

I practiced on that car for about 10 years, trying my hand at auto restoration and, without spending a lot of money, got it into fairly presentable condition. Having grown tired of it I finally managed to sell it for a lot less than I had hoped to get for it. Next, I bought a 1955 Chevrolet Bel Aire sedan that, while fully functional, needed almost total restoration. I rationalized the purchase by saying I would drive the car to work while I restored it. That worked for a little while but soon things began to go wrong faster than I could fix them, so I didn't make much progress. It didn't help that not too long after I purchased it, we had a big snowstorm overnight and somebody stole the hood, air cleaner, and most of the trim while it was parked in the driveway. I went out to Pike's junk yard near St. Clair and got a mismatched hood and most other missing pieces. I soon gave up on the idea of driving it and parked it in the garage and began the restoration. That resulted in many quality hours of working on the car with my son who by that time was old enough to be interested and helpful. After a number of years, I got it in reasonable shape but still needing a lot to be a high quality product. I decided I did not want to spend any more money on a car, being a four-door sedan; it would never be worth as much as I could spend. I still have this car.

Although not yet a member, I began attending the annual Cadillac Club show that in those days was held in Tower Grove Park. That gave me the idea

of trying to find a Cadillac for my next project which, hopefully, would be worth a little more when finished and partly justify the expenditure. By that time, I was experienced enough to know that the car would never be worth what I put into it, especially if I counted all the hours of labor. I tried to find a '48 or '49 Club Coupe but after searching for some time had not been able to find one. I finally saw an ad in the Post-Dispatch for a '49 Cadillac sedan located in Creve Coeur. I went to look with low expectations because I was not particularly interested in a four-door sedan. When the owner removed the plastic sheeting covering the car, I immediately realized that it was a Fleetwood 60 Special and that interested me much more.

What I saw appeared to be a very solid car with no visible rust or rot (the good) that had been recently painted totally black with gold fleck, and I mean totally. That included all chrome and stainless included grille and bumpers (the bad). Apparently, the owner had intended to make it into some kind of custom parade car. It was also missing the front bench seat and the back cushions for the rear, the door panels, and a lot more as I eventually discovered. The story from the owner was that it had been in a shop that was transforming the car and they had had a fire and some of the essential parts were lost.





There was a dispute with the shop, so the car was quickly put back together with all loose parts in boxes or thrown inside the car and returned to him. The owner claimed it would run but I was skeptical, so I told him not to bother to try.



By that time, I was interested, and despite the condition, felt it had potential, so I made him what I thought was a low offer, and he accepted it right away. I suspect he would have sold it for a lot less just to get rid of it, a feeling reinforced by seeing his wife nearly faint with joy when we went

inside to write a check. The tires were all flat, and I knew there was no way my wife was going to agree to tow it. I called a service station with a large car carrier and had it unloaded in my driveway. That was in December 1994.

I took inventory and made a list of all of the major and minor parts that seemed to be missing. I placed an ad in *The Self-Starter* and made calls. Jay Freidman, the CLC technical representative, sent me pages of information. Don Cleveland, a member from Toledo who had a fully restored 60S, stopped by my house on the way to a western trip and sold me many valuable parts for a fraction of their actual worth. He said he was just interested in getting another great old car on the road. I bought a new battery and tried to start the car with no luck. I noticed it was low on coolant, and, when I began to add the coolant, it started to run out of the spark plug holes (not a good sign). I took the heads to an engine shop, and they determined that one of the heads was cracked. I located a replacement with another *The Self-Starter* ad and had the heads rebuilt. The engine shop also put me in touch with somebody with a new camshaft to replace my worn-out camshaft. Using my primitive methods and facilities, I stripped the engine down to a bare block without removing it from the car and began a driveway overhaul—including taking wear measurements, ridge reaming, honing the cylinders, installing the new cam, along with rings, bearings, water pump and fuel pump and carburetor that I had rebuilt.



When the engine was reassembled, I tried for a long time to start the car without success, and after much investigation, I concluded that the engine was 180 degrees off in the timing. When reassembling the engine, I had assumed the timing marks lined up when the #1 cylinder was at top dead center ready to fire. I finally found a sentence in the repair manual (not where I would have expected to find it) that said the timing



marks should line up when #6 cylinder was at top dead center ready to fire. I thought I could easily fix that by pulling the distributor and turning the rotor 180 degrees. After doing that, the car started and ran reasonably well, but the distributor had a wobble. After several years of trying to find out why and consulting with others in the club without an answer, as well as trying other distributors, I finally discovered the reason. (I had plenty of other things to work on while puzzling about this problem from time to time).



I had the distributor on the work bench and was examining it for the umpteenth time, when I finally noticed the tang on the distributor shaft that mates with the cam gear was off center by a nearly imperceptible amount to prevent being installed the way I had installed it. I had had to use more force than I should have to seat it. I removed the intake manifold and valley cover and rotated the gear 180 degrees. Once that was accomplished the wobble was gone.

I performed all of the work myself that I felt capable of because I really enjoyed working on it, and I did not want the car to be gone for months or years while someone else did the work. Also, let's face it, I am cheap. Realistically, considering my limited facilities and skills, my goal was not to produce a show winner but just a presentable driver quality car.





At the time when the original article was published, I had removed all of the black gold fleck paint and painted the car the original Lucerne Green, or as close as I could get it, painted the dash and window frames, replaced the brakes, totally rewired the car, had chrome plating done, polished all the stainless trim, and was in the process of redoing the hydraulic system. I had yet to install a new exhaust system or reupholster the interior. Now all those things have been done. Fortunately, the automatic transmission seemed to work well, so I did not have to have that rebuilt.

For the interior, I bought and installed a headliner and carpet. I ordered original style material from Bill Hirsch and had the interior redone by Barb at CARS on Page. Rather than an endless wait for the work to be done, as I have heard that many have experienced, she did an excellent job within about three weeks.

This article would be many times longer, if I described all of the things that I did and the challenges I had to overcome as I worked on this project. Although there are still things that don't work as they should and tasks that could be completed, I achieved my goal of having a complete, drivable, presentable Cadillac that I can drive and participate in club events with. The photos included show the car in the sorry condition it was in when I purchased it, some photos during the restoration, and as it appears now.







*LaSalle*  
CLUB  
St. Louis Region

June 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	11:00 AM	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
4/22-23	Sat/Sun		CCCA/ CLC-StL Magic Motors Tour	Urbana and Paxton, IL	See Event Flyer Provided
5/7	Sun	10 AM~3 PM	Lamda Club/CLC - IL Lunch/Wine Drive	Collinsville, Highland, Pocahontas, IL	See Event Flyer Provided
5/24	Wed	6:00 PM	Monthly Mtg	Bandanas BAR-B-Q, 12222 Dorsett Road	Bring dinner & lawn chair!
6/21	Wed	TBD	Monthly Mtg	Sonic Drive-In Rear Lot, 1002 S. Kirkwood Rd.	
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	
9/10	Sun	9 AM- 4 PM	Mo. Mtg & Wheels in Motion Car Show	Westport Plaza, Maryland Heights	Children's Cancer Fund Raiser
9/22-23	Fri/Sat		CLC 2023 Fall Festival	Hickory Corners, MI - Gilmore Car Museum	
10/7	Sat	10 AM-3 PM	Annual CLC Car Show & Monthly Mtg	12481 Ladue Rd, Creve Coeur, MO 63141	Elks Lodge #9, 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
<b>Other Local Car Related Events</b>					
4/9	Sun	8:00 AM	HCCMO-Annual Easter Car Show	Forest Park-Muny Opera Upper Parking Lot	Club Display
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	
10/21	Sat	5 PM-11 PM	Archway Oldsmobile Charity Trivia Night	2500 Raymond Dr., St. Charles, MO	Amer.Legion #312, \$20/person