



MONTHLY NEWSLETTER

FLEETWOOD FLYER



AUGUST 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



AUGUST MEETING

Date: Sunday, August 20th

Time: 1:00 pm to 3:00 pm

Where: Wayne & Melba Nolan Auto Collection

Address: Imperial, MO. Address emailed

Meeting Notes: Potential for an early dinner afterwards at a nearby restaurant for those interested.

SECRETARY'S REPORT

July Meeting: Our July 29th meeting was held at the Caffeine & Chrome Car Show at Gateway Classic Cars (GCC) in O'Fallon, IL. We had a good turnout of 15 members, along with three additional non-members displaying about 10 vehicles. Despite a threat of rain, the weather cooperated, and since this was a morning show, the 95-degree forecasted high was not a problem.



As a featured Club for the show, a group photo was taken by GCC, and they will contribute \$10 to the Club for each vehicle displayed. We should receive both the photo and the contribution soon.



Goody bags with a GCC t-shirt, decals, and air pressure gauge were provided. A big thank you goes out to David Baker for increasing our waistlines by bring an assortment of delectable donuts for us to feast on. Thank You, David!

It was with great sadness that we previously reported to members that Phyllis Steckel had unexpectedly passed away on July 26th from complications related to her recent foot surgery.

Phyllis and husband Rich have been very active participants in our Club events and have arranged and/or hosted several events. Phyllis will be greatly missed. The Club has sent a sympathy card to Rich, and post meeting, I know that several members attended the visitation or memorial service.

At our meeting, a donation in memory of Phyllis to the Auto Restoration Program at McPherson College in Kansas in the amount of \$250 was proposed, seconded and passed unanimously by those in attendance. It was also suggested that members consider making additional contributions of their own in memory of Phyllis. Details on that process will be provided by email.

Kevin Williams provided an overview of the National CLC Board of Directors meeting he attended at the 2023 Grand National (GN) as our Region's representative. Future GN's will now have the judged car show on Friday, with Saturday being the rain date if needed. If both the Friday and Saturday show days are rained out, there will be no judged show that year.

The San Diego, CA Region was closed due to lack of participation and activities. The 1959/60 Chapter has been closed pending new leadership. The DeVille Droptop Chapter was placed on provisional status due to lack of participation and activities.

A 1970s era Cadillac coffee-table book (with a chapter for each model year) is being created by a national member with assistance from the CLC. It will hopefully be available for purchase at the 2024 GN. The estimated price is \$100.

Model year 1974 and 1999 vehicles will be reaching their 50 and 25-year anniversaries in 2024. The CLC is seeking vehicles and articles on those model years to feature in *The Self-Starter* anniversary issue to be published in 2024. They are also seeking articles on 1930s-era vehicles.

The 1959/60 Authenticity Manual is now in final review and will be the most comprehensive manual published to date. This much-anticipated manual has had an additional delay, as both primary authors have lost their homes recently due to flooding in California.

The Cadillac & LaSalle Club Museum & Research Center, Inc. (CLCMRC) has grown its endowment fund to \$200k and has had 35 vehicles donated.

Some may be sold to fund future expansion or acquisitions. They desire to add an additional 14k square feet to the current museum's footprint to increase vehicle display space as funds allow. Recall that our St. Louis Region made a \$500 donation to the CLCMRC earlier this year. Below are the thank you notes received:



Cadillac & LaSalle Club Museum & Research Center

William C. "Bill" Anderson

President & Chairman of the Board

2198 Johns Hopkins Road

Gambria, MD 21054

Phone (410) 994-5455

Fax (410) 721-1746

Rivrsgr8@aol.com

February 15, 2023

Dear Todd,

On behalf of the Board of Directors I thank you and the CLC St. Louis Region for your recent contribution to the Cadillac and LaSalle Museum & Research Center.

Donations such as yours are essential to the Museum's efforts to preserve and celebrate Cadillac's rich heritage.

Thank you again!

Bill

35105 West 13 Mile Rd.
Farmington Hills, MI 48331
February 8, 2023



Cadillac & LaSalle Club St. Louis Region
c/o Todd Tobiasz, Director
417 Fairlawn Ave.
Webster Groves, MO 63119

Dear St. Louis Region Members,

Thank you very much for your donation of \$500.00 to the Cadillac - LaSalle Club Museum & Research Center in February, 2023.

CLCMRC is a 501(c)(3) charitable organization, so your gift is tax deductible to the fullest extent of the law.

We certify that no goods or services were given in exchange for this donation.

Your gift helps us continue to fulfill our mission of documenting and displaying the history of Cadillac and LaSalle automobiles.

With my best regards,

Paul Ayres
Paul Ayres
Secretary

As reported last month, your Secretary and Newsletter Editor, Craig Masterson, was awarded the 2023 Newsletter Excellence Award for the St. Louis Region's *Fleetwood Flyer* newsletter. As I

was not able to attend the Grand National in Albuquerque, Director Todd made the award presentation at our July meeting.



Please know that this was very much a team-effort, and I appreciate and thank all of you who have contributed great articles to the *Fleetwood Flyer*, helping to make your newsletter a great success! I also wish to share the limelight with my wife, Cindy. Her monthly help providing review and editing assistance is indispensable. Thank you, Cindy!



Fall Car Show: As previously reported, our Fall Car Show will be held Saturday, October 7th at the Elks Lodge on Ladue Road in Creve Coeur in conjunction with the Jaguar Club of St. Louis annual Concours d'Elegance. For those who wish to partake of the catered lunch that the Jaguar Club is arranging, a prepayment of \$15 will be

required and mailed to David Baker by September 24th. (Payment instructions to follow). The caterer will have limited ability to provide meals for those not prepaying. Also, the Elks Lodge will NOT have food available onsite other than beverages available for purchase. Final show details including lunch RSVPs and prepayment instructions will be provided in the September newsletter.

Fall Car Tour: We are closing in on October, and final details will soon become available for our October 13-15 Fall Car Tour to be held jointly with the Rolls Royce Club. As listed in the Event/Show Updates and Calendar, this tour will be to the Kansas City area with visits to three auto collections—both public and private. Other sites of interest may include the Arabia Steamboat Museum and the National World War I Museum. Although final details are still in the planning stages, the event's dates are FIXED, October 13th to 15th (Friday-Sunday) with a potential optional choice to stay until Monday, October 16th. The anticipated hotel will be located on the Kansas City Country Club Plaza, a well known shopping and entertainment district, and will have an underground parking garage.

Calendar & Event/Show Updates: Listed are upcoming 2023 planned CLC-StL meetings and other events of interest:

- ♦ **August 20th, CLC Mtg and Private Auto Collection Visit:** Sunday, 1 pm; Visit the private automobile collection of Wayne and Melba Nolan in Imperial, MO. Many primarily prewar vehicles to view and enjoy. More details to follow.
- ♦ **August 26th, St. Louis Car Museum Car Show & Open House:** Saturday, 10 am to 2 pm; Cruise in and give back to the St. Louis Area Foodbank! This annual event is FREE to attend and takes you back in time with a 300+ car display, classic music, vintage collectibles, and so much more! Please bring canned & dry food donations. Use this link to register your ride!: [5th Annual St. Louis Car Museum Car Show & Open House | Facebook](#)
- ♦ **September 10th, CLC Mtg & Wheels in Motion Car Show:** Sunday, 9 am to 4 pm. Charity benefit for The National Children's Cancer Society and September Club meeting. There is a \$20 registration fee for those displaying a vehicle. Link: [Firstcapitolclassics](#)
- ♦ **September 16th, Kicks on 66 Car Show & Cruise:** Saturday, Randy Gori Memorial; NEW VENUE—Ray M. Schon Park, Glen Carbon, IL. Entry to display or view car show is FREE! Gates open for show entrants at 7:30 am, and to the public at 11 am. Displayed vehicles must

stay until 2PM. Use this link for more show details: [KICKS ON 66' - Kicks on 66](#)

- ♦ **September 17th, HCCMO Swap Meet & Car Show:** Sunday, 6:30 am to 4 pm. 44th Annual! Chesterfield Mall, former Sears parking lot. Entry fee: \$20 Judged, \$10 Display. Link: [Horseless Carriage Club – St. Louis Rigs That Run \(hccmo.com\)](#)
- ♦ **September 24th, St. Charles Oktoberfest Car Show:** Sunday, 9 am to 4:30 pm. 36th Annual! \$20 entry fee, many judged classes. Link: [Firstcapitolclassics](#)
- ♦ **October 7th, CLC-StL Fall Car Show:** Saturday; our CLC-StL Fall Car Show will be held on the lawn (à la Pebble Beach!) at the Creve Coeur Elks Lodge in conjunction with the St. Louis Jaguar Club Show. Link: [2023 CLC STL ANNUAL CAR SHOW FLYER.pdf \(lakerscardub.org\)](#)
- ♦ **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), MO with visits to public and private automobile collections and local 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!
- ♦ **October 21st, Archway Oldsmobile Collector Car Trivia Night:** Saturday, 7 pm to 11 pm. American Legion #312, 2500 Raymond Drive, St. Charles, MO. 63301. Benefitting Greater St. Louis Honor Flight and Open Door Animal Sanctuary. \$160/table of eight or \$20/person. Test your knowledge of automobile trivia, pop culture and St. Louis sports/history against other automobile enthusiasts! Maybe the CLC-StL can field a full table this year. Past members attending report a great time was had by all. See your Secretary if interested.

Officer Elections: This year marks the end of the two-year Club Officer terms. Nominations for positions will be accepted at the October Fall Car Show and monthly meeting with the election in November. If there is only one nomination per office at the October meeting, the voting may be held at the October meeting at the discretion of the Director.

Member News: [Ron Funk](#) recently had shoulder surgery. Ron, we wish you a quick recovery and hope you are soon back to polishing that beautiful Cadillac Allanté!

In regard to our past and recent donations to McPherson College, [Clayton Patterson](#) stated that he met a student enrolled in its auto restoration program. A friend of Clayton's, Adam Martin, owner of Antique Automotive Service, had an intern from McPherson working for him this summer. His name is Edwin, and he is from Iowa. Clayton met Edwin last summer in Chicago at the Buick Grand National event.

Clayton went on to say "As we know, this college specializes in students that want to work on our old cars. Edwin has a particular fondness for old Buicks. As we also know, Buicks share some DNA with our beloved Cadillacs. Adam has been very impressed with how well Edwin is doing."

Clayton stated that these two contacts could be of great value to everyone in our club. Adam's contact info is:

Adam Martin
Antique Automotive Service LLC
Foristell, MO
314-713-1262
Link: [Antique Automotive Service, LLC - antiqueautomotiveservice.com](#)

Clayton Patterson reports that [Michael Lott](#) is also dealing with some recent health vertigo issues. Michael, we hope you continue to improve and feel better soon! And, congrats guys on the new house!

Many of us participate in multiple clubs, both auto and non-auto related. I want to give a shout-out to [Steve Colesworthy](#) and his participation in the "Train Guys" Club.

The Club sets up various holiday-themed train displays at St. Louis County Library branches four to six times a year. On August 5th, Cindy and I visited Steve and the Club at the Grand Glaize Branch. They set up three Christmas-in-Summer train displays.



A fourth display by the N-Gauge Model Train Club was also very impressive. Steve states the Halloween-themed displays are also very popular.

I did not realize how many parents with children visit the library on the weekends (doh!), and I can safely say the train displays became the highlight of the children's weekend. They were so excited and mesmerized viewing the trains as they moved around the displays. Steve, thank you and the Train Guys for your wonderful donation of time and sharing of joy and fun with the community!

David Baker displayed his "new" Cadillac at our July meeting, a 1992 Cadillac Fleetwood in medium taupe metallic over taupe leather. Congratulations, David, your Cadillac looked outstanding!



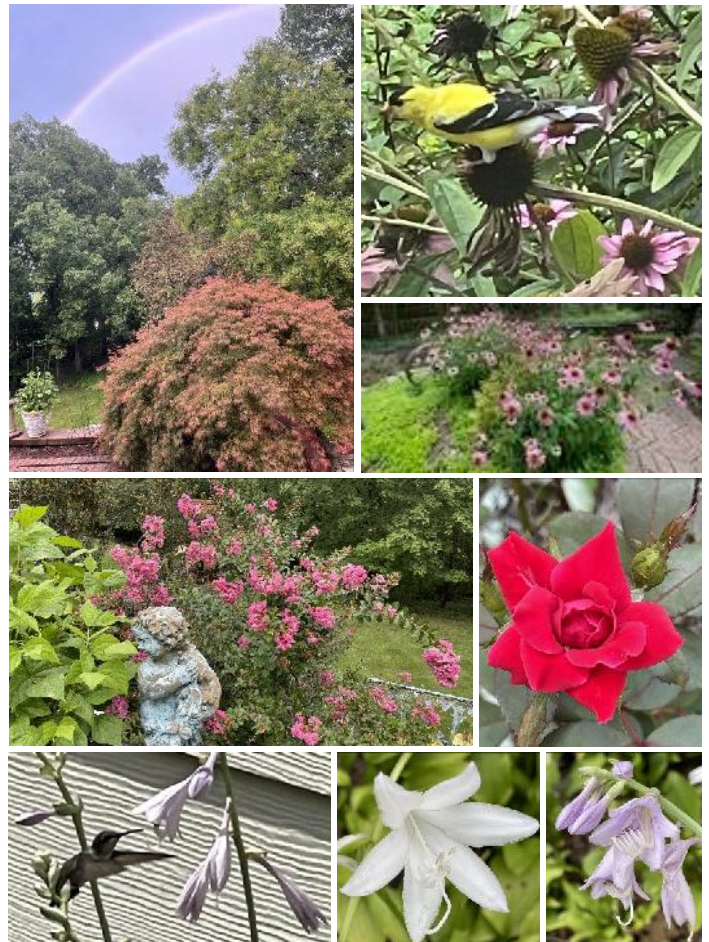
Richard Eastman stated that he really does have a 1964 Coupe DeVille, despite none of us having seen it! (I can relate Richard; I actually do have a 1959, which will appear some day). Richard continues working on his car and has made good progress lately, including work on the heater and a/c Comfort Control system (introduced in '64) and the power antenna. The engine is close to being put back together. Keep plugging away, Richard!

CLC Fall Festival: Several members were contemplating attending this year's CLC Fall Festival, but I just received notice that the planned all-GM Festival activities have been canceled for 2023.

I am sorry to report that there is no tool review on pliers this month. Maybe next month! We do have an interesting article by George Bergen fashioned along the lines of the "I Was There" articles that run in *Hemmings Classic Cars* magazine, written by subscribers about their past experiences and involvement in the automotive industry. A very interesting article; thank you, George!

Clayton Patterson has submitted photos on page 6 of a friend's grandfather's car and asks if anyone can identify the type and year of the vehicle.

I will finish my report with the sights of summer, photos taken, as Creedence Clearwater Revival would sing, "Do-Do-Do Lookin' Out My Back Door"....



Craig Masterson

1955 LASALLE II ROADSTER

(By: Craig Masterson)

The October *Hemmings Classic Car* magazine has a short article about the 1955 LaSalle II Roadster. This concept vehicle is part of the Bortz Automotive Collection and will be on display until May 2024 at the Peterson Automotive Museum in Los Angeles, California.



Many of you know that the 1963 Buick Riviera initially was developed as an experimental two-door, four-passenger car to compete with the larger '60s era Ford Thunderbirds. The design was dubbed the "LaSalle". However, Cadillac passed on the venture, and Buick decided to finish the design and adapt it to a shortened version of an existing Buick frame. Initially referred to as the "Buick LaSalle", it was produced as the "Buick Riviera".

Before the 1963 "Buick LaSalle/Riviera", Harley Earl desired to resurrect the "LaSalle" name in 1955, creating the 1955 LaSalle II Roadster concept vehicle.

Styling cues from prewar LaSalle included vertical grille bars and open rear wheels. Most interesting, the concept car previews the side-

cove body styling treatment that would make its appearance on Chevrolet Corvettes in 1956.

The concept vehicle was found in a salvage yard more than 30-years ago and was meticulously restored. It was first displayed at the 2008 Pebble Beach Concours d'Elegance. A very interesting vehicle, indeed!

WHAT MAKE, MODEL, AND YEAR CAR IS THIS?

(Submitted by Clayton Patterson)

Below are pictures of Clayton's friend's Grandfather in front of the car he owned. These images are cropped from Kodachrome slides. The friend is curious to learn the make, model, and year of the car. If you have any thoughts in this regard, please forward them to the Editor, and I will pass the information along to Clayton, as well as provide an update in the next newsletter. Put on your thinking caps!



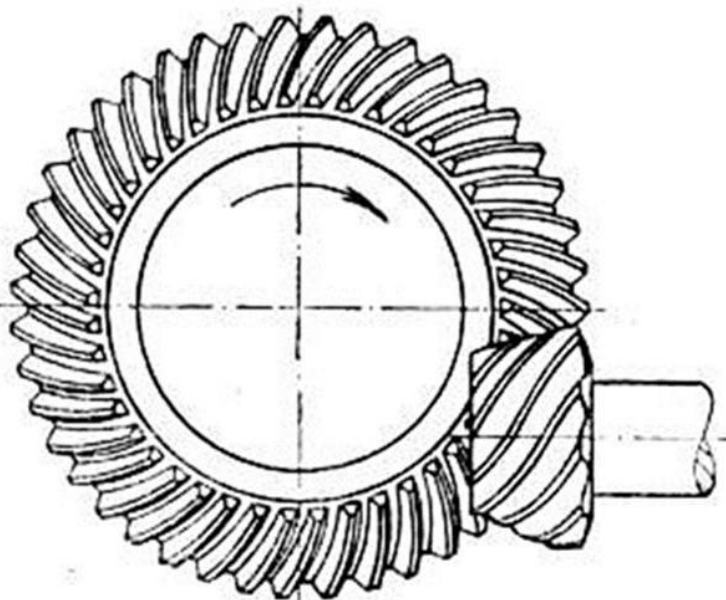
SUMMER ENGINEERING INTERN AT GLEASON WORKS - 1962

(By: George Bergen)

In spring of 1962 I graduated from The Ohio State University with a Bachelor of Mechanical Engineering degree. At the time, despite several job offers, I had not decided whether I was ready to begin my engineering career, and I had enrolled to begin a master's degree program the following fall. One of my mechanical engineering professors, a machine design specialist, worked during the summer as a consultant for Gleason Works in Rochester, New York. He asked me if I was interested in a summer internship. He also invited two classmates of mine.

Gleason manufactures both gears and gear cutting machinery, and "develops" gears in ratios specified by auto makers before selling the cutting machinery to auto manufacturers with the machine settings to duplicate the developed gears.

Gleason Works, now Gleason Corporation according to their website, was founded by William Gleason in 1865 as a machine shop. In 1874 Mr. Gleason invented a bevel gear planer. Engineers at Packard developed spiral bevel gears. Gleason pioneered machine tools to mass produce them, auto differentials being the principal market. In 1925 Gleason created the hypoid style of spiral bevel gear. In this type of gear set the mating gear's axes do not intersect, with the hypoid gear offset from the gear center. This results in increased coverage and quieter operation. The teeth on a hypoid gear are helical and pitch surface is hyperboloid.



<https://commons.wikimedia.org/w/index.php?rid=7916301>

In 1962 Gleason, according to my recollection from the perspective of over 60 years, was still very much run like a family business rather than a major corporation. Everyone I interacted with was very friendly and helpful. They still paid in cash. On payday, a woman would come by your desk with a numbered tray in front (like the cigarette girls one sees in old movies) and she would hand you your pay envelope. Any time the amount was an even number the envelope would contain two-dollar bills.

On an early summer weekend, my classmate Dave left Columbus, Ohio in his 1956 Pontiac and stopped to meet me at my home about 60 miles north. I got in my 1955 Chevrolet, and we caravanned to Rochester where we had booked rooms at the local YMCA (temporarily we hoped). Our classmate Bella met us there, having driven separately in his Triumph TR-3. Bella was an Hungarian refugee having somehow escaped from the Russian army when they invaded Hungary in 1956. Dave and I were apparently not very curious, so we didn't ask more about his experience, but his background and lineage were to prove advantageous to us.

We lived in a college town, Columbus, and expected we would have an easy time finding an apartment or rooming house in Rochester where we could rent rooms for the summer. This proved to not be the case. Every evening after work for the first several weeks we scoured the real estate ads with no luck whatsoever. One night we saw an ad for a home that had room for renters. We arrived at a beautiful large three-story brick residence in a very nice neighborhood. As our good luck would have it, the home was owned by a husband and wife from Czechoslovakia. The woman, Laura, was a wheeler-dealer who was on her way to building a real estate empire. She and her husband, the silent jack-of-all trades who did all the renovation, owned several properties around town and lived in the attic of this home while she rented out all the floors.

As both were from central Europe, Laura took an instant liking to Bella, and agreed to rent the third floor to us for the summer despite preferring long-term occupants. Every few weeks, however, when our rent was due, Bella and Laura would commence renegotiating the rent and accommodations. While Dave and I stood by nervously, afraid we were about to be homeless, Bella and Laura would argue. After they had had their fun and after some minor adjustments there would be peace for another few weeks. On several occasions while we were relaxing after work, she

appeared on our floor and told us to come with her as she had just bought a room full of furniture and needed our help to load it into her truck.

After living there for about a month she came to us and told us the neighbors were complaining about the number of people living there, and that she had to move us to a cottage they had built on Lake Ontario until the heat was off. So, we spent the rest of the summer in a home on the lake. The downside was that we had longer to drive to work, but that didn't compare with the advantages. This being a family publication I won't say what Laura said the neighbors could do with their concerns.

Now back to my job. After a couple of weeks of orientation and working on minor tasks, my supervisor came to me and gave me my principal summer assignment. When developing a new gear ratio for an automobile company, one of their skilled machinists would set up the cutting machine based on engineering recommendations and make a first cut. Then, the gear would be removed from the machine and taken to a room for testing. The technician would mount the gear and pinion in the test machine, paint the gears with orange clay, and use a foot pedal to run the gears up to speed. Then, he would stop the machine and, along with the machinist, look at the pattern of the footprint in the clay. The objective was, for want of a better description, a parallelogram located in the center of the gear tooth, not too close to the toe and not too close to the heel, not too narrow and not too wide. If the desired footprint could be achieved, the differential would run quietly and wear well.

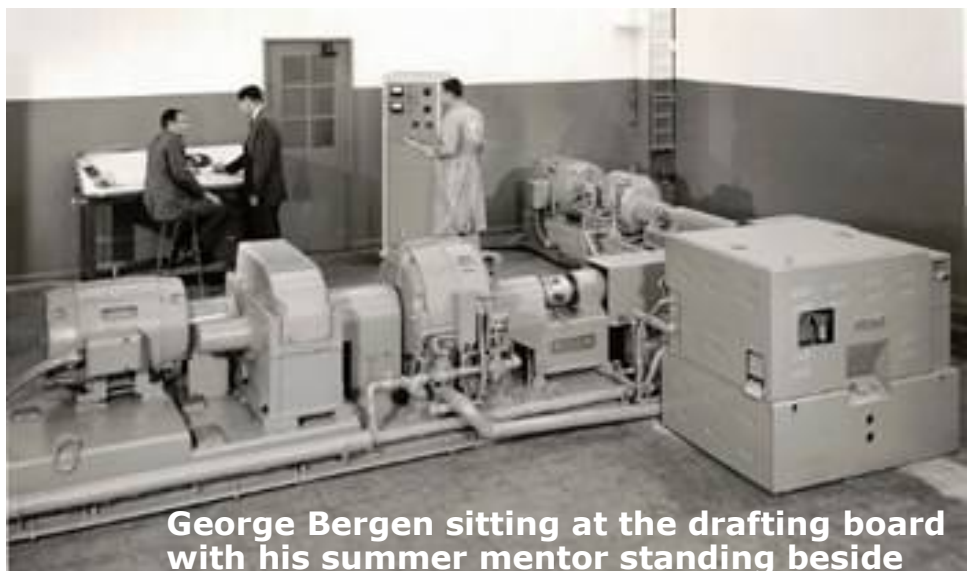
This was never or almost never achieved on the first cut, and sometimes took many iterations. The technician would discuss a suggested setting adjustment with the machinist, and he would go back and shave a little off the gear. As I recall, on the order of several hundred-thousandths of an inch, then take it back to the testing room and the process would be repeated until the desired footprint was achieved. The initial machine settings and all subsequent adjustments would be recorded as well as the final settings that should produce the desired result every time.

My assignment was to study the records of past gear development and see if I could discern a

pattern in the adjustments that would enable them to eliminate some of the intermediate steps and achieve a satisfactory result more quickly. I was stationed on the machine shop floor next to a cutting machine and spent the next couple of weeks observing the process. When I had watched gears being developed and tested long enough to understand the procedure, I was given computer printouts of past gear development histories to study and see if I could find steps common to all or most that, if recognized, could shorten the time taken for each gear development. Unfortunately, either because I was not clever enough or because each new gear development process was unique, I was unable to find the shortcuts they hoped for.

On weekends, when not on the beach, we spent time tinkering with our cars. I remember Dave crawled under his Pontiac and made an adjustment to his transmission that improved the shift points. Bella went over his TR-3 from stem to stern, checking and tightening every nut and bolt whether it needed it or not. Even though I was having no problems with my Chevy, I decided to add some Bardahl to the crankcase. Almost immediately my engine began to leak quite a bit of oil through the rear crankcase seal. I did not know how I was going to make it back to Ohio.

When it was time to leave, I went to Sears and bought gallons of the heaviest oil they had. I overfilled the crankcase and started out, stopping every 50 or so miles at first to see how much oil I had lost and top it off. When I pulled into my parent's driveway some 500 miles later, the entire undercarriage was covered with oil, and oil was dripping from the rear bumper. I went to the local Chevy dealer and traded the '55 in for a new '62 Corvair Monza coupe.



George Bergen sitting at the drafting board with his summer mentor standing beside



IN MEMORIAM
Phyllis Steckel
1951-2023





LaSalle
CLUB
St. Louis Region

August 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 |
| 8/20 | Sun | 1 PM | Monthly Mtg & Nolan Collection Tour | Imperial, MO | Details to follow |
| 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 | 9 AM- 4 PM | 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 |
| | | | | | |
| Other Local Car Related Events | | | | | |
| 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 |
| | | | | | |