



MONTHLY NEWSLETTER

FLEETWOOD FLYER



DECEMBER 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:

Pat Howk: 636-282-1184 <phowk@earthlink.net>

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 Manager - Bill Pastor: 877-590-6609



JANUARY HOLIDAY MEETING

Date: Saturday, January 6th

Time: 1 pm

Where: Favazza's on The Hill

Address: 5201 Southwest Ave, St. Louis, 63139

RSVP: Please RSVP to Craig at <bigv8@swbell.net> or Todd at <ttobiasz@sbcglobal.net> by Friday, Dec. 29th.

Note: We will order individually from the menu and receive separate checks.

SECRETARY'S REPORT

As Director Todd notes in his 2023 highlights article, the Club had another successful year of fun and frolic. Members enjoyed many great Club events. 2023 Club membership headcount remained fairly consistent with past years.

Several members dealt with health challenges during the year. While most continue to mend, unfortunately, Phyllis Steckel unexpectedly succumbed to surgery complications. Phyllis was a radiant individual, and we miss her greatly.

As 2023 concludes, attached is the preliminary 2024 Club Calendar. Meeting and event ideas are much appreciated. If you have ideas on meeting locations, events and drives, etc. please let Director Todd or Assistant Director David know.

Better yet, if you are willing to assist by helping to plan and organize a suggested event, all members will appreciate your efforts, and doing so helps the Officers immensely.

In addition to our January 6th post-holiday lunch and meeting at Favazza's, first-half 2024 meetings and events known at this time are:

- ♦ April 13th; Evergreen Collection: Saturday, Lebanon, MO. The HCCMo is arranging for a tour of this large and impressive private automobile collection (500+ cars). There will be a fee to attend (\$40?) that will include a box lunch. Lebanon, MO is about a 2.5 hour drive southwest on Hwy 44 (past Fort Leonard Wood) from downtown St. Louis. More details to follow as they become known. This is a tour not to be missed! [Evergreen Historic Automobiles and Classic Cars Lebanon MO.](#)
- ♦ April 28th; CLC-StL Meeting: Sunday, 11:30 am to 3:30 pm, St Martin's Episcopal Church, 15764 Clayton Rd, Ellisville, MO 63011. The CLC-StL has been invited to participate with several other car clubs in the church's annual Festival. The Festival is a fund raiser for the church's food pantry, Circle of Concern. Vehicles will be vying for prizes to be awarded based on "votes" received from Festival attendees. Everyone receives one vote, but additional votes can be purchased, which is the fund raising component of the Festival.

2024 CLC-StL Dues—Still \$15!: Our November meeting kicked off annual CLC-StL Region membership renewal. Region dues are paid on a calendar-year basis. This timing differs from National CLC membership renewal that is based on a fiscal year basis, starting with the month you

joined the National CLC. Reminder: Membership in the National CLC is a mandatory prerequisite to belong to the St. Louis Region.

An email was sent prior to the November meeting which lists each member's CLC-StL "Membership Paid-Up Year" and indicates whether 2024 dues are owed. Please contact the Secretary if you are unsure whether you owe 2024 dues. A dues invoice will be distributed with this newsletter.

Member News: The National CLC 2024 Calendar is out, and Kevin Williams's beautiful French Gray 1950 Series 62 Convertible is "Miss October"! The picture selected for publication appears to have been taken by Kevin at the National Museum of Transportation. Congratulations, Kevin!



Larry Hassel has been elected Director, for a three-year term, of the Spirit of St. Louis Region of the Classic Car Club of America. Congratulations, Larry, and also to "Lucy", your '31 LaSalle Coupe!

While attending the Hoffmeister Mortuary Car Show this fall, many of us had the pleasure of meeting members John and Nancy Fluss of Edwardsville, IL. John and Nancy displayed their impressive 1939 LaSalle/Meteor Combination Car.

It is so impressive that prior to joining our St. Louis region, and unbeknownst to me, it was their LaSalle that was awarded First Place in the CLC's 2020 virtual "Gran National" in the LaSalle category. This virtual show was held in lieu of the 2020 Grand National to be held in Kansas City that was cancelled due to the pandemic.

I asked John if he would consider submitting an article about their LaSalle, which he enthusiastically agreed to do. Before I knew it, John had written the article and sent it my way with many pictures. John, thank you for an excellent and entertaining article! I know members will thoroughly enjoy it.

And, to top-off this final newsletter of the year, we have Part 3 of Doug Birk's informative and entertaining series of articles on the 2023 CLC Grand National. Doug puts much effort into obtaining displayed-vehicle-owner "tidbits" and home states—not to mention the vast amount of research he does in order to include interesting information on the highlighted cars—such as production numbers, original MSRP, special attributes, options, etc. Doug, what more can I say than thank you!

Reminder: There will be no January Fleetwood Flyer; the next edition will be February 2024. The 2024 CLC-StL roster will be distributed with the March newsletter. Timely 2024 dues payment by the February 29th due-date (egads, a leap year!) ensures your inclusion in the 2024 roster.

Many Thanks: As the year ends, I would like to thank all who participated in Club meetings and events in 2023, helping to make our Club vibrant and active. Thank you to members who helped plan and coordinate our events, and in particular, those of you who have contributed articles for the *Fleetwood Flyer*. Thank you all!!!

To everyone, I wish you all a Merry Christmas, Happy Hanukkah, a Joyous Kwanzaa, Happy Festivus, Happy Holidays and a very Happy HEALTHY New Year!



Craig Masterson



1947 Cadillac 6269 Sedan

Elliot Enger has decided to sell his beautiful 1947 Cadillac Sedan. The car has 78,xxx miles, Hydra-Matic transmission, and new tires, gas tank, and battery. An excellent running car. Make offer. You can contact Elliot at 314-614-7750.



1984 Cadillac Coupe DeVille

Brian Morris has decided to sell his beautiful 1984 Cadillac Coupe DeVille. The car has only 14,376 miles and is in great condition. White exterior and navy-blue interior. Drives great.

- Power-adjustable front seats
- Power windows and locks
- Electronic climate control: Heater and A/C work, assumed to use R12 Freon
- AM/FM Radio with cassette (works)
- Cruise control
- 4.1L V8 with digital fuel injection
- Four speed automatic transmission
- Has newer tires and battery
- Interior in excellent condition



Asking \$18,000; The car is located in Shiloh, IL. Brian's contact info is: 618-799-8042 (cell), <bkmorris7@att.net>

Cadillac Chrome Wheels

Ron Funk has a set of beautiful 1997 Cadillac chrome wheels for sale. They are 16" x 7" and are in mint condition. The wheels have never had wheel weights mounted to the outer rims. Ron is asking \$160 for the set of four. Folks, that is just \$40/wheel. What a bargain! Ron can be reached at 314-604-5320.



CLC-StL 2023 RECAP

(By: Todd Tobiasz)

We've ended another full year of comradery and fun with people who like Cadillacs. Before I recap the highlights of the year, I'd like to remember Phyllis Steckel and Allan Franz, two of our much-loved members who we lost in 2023. The Club made a contribution to the Automotive Restoration Program at McPherson College in memory of Phyllis. The folks we see, often just once every month or two, often become part of our extended family. We miss them when they are not with us.

January and February were eating months. Our meetings took place at restaurants. The winter months are a perfect time to spend inside. In March we met at the garage and collection of Thomas Quick. Thomas gave the group a tour of the garage and his current projects.

As the weather warmed up, we got outside. Fifteen members participated as a club in the Horseless Carriage Club of Missouri's Easter Concours d'Elegance. Also, in April our regular meeting and car show was held on the parking lot of ELCO Cadillac. Bill Pastor provided the club with a demonstration of the new Cadillac Lyriq EV, even though few were available for dealers to show. Last, but not least, 12 members participated with the CCCA and Rolls Royce Owners Club for a tour of three impressive car collections in the Champaign - Urbana, Illinois area.

In May we were dining inside again; our regular meeting was held at Bandana's Bar-B-Q restaurant. Several members also participated with the Lambda Car Club for a driving tour to the Diamond Mineral Springs restaurant, and then on to a winery in Highland, Illinois.

The Grand National (GN) brought several members to Albuquerque, NM in June. Our *Fleetwood Flyer* received the 2023 CLC Newsletter of Excellence Award! Doug Birk has recapped the GN in great articles in the *Fleetwood Flyer* for those unable to attend. Our monthly meeting was held in the parking lot of the Kirkwood Sonic Drive-In.

In July, CLC-StL was a featured car club at the Caffeine & Chrome Car Show at Gateway Classic Cars in O'Fallon, Illinois. Ten cars and 15 members braved the heat for the event. The Club toured the private collection of Wayne and Melba Nolan in August. Their particular interest is cars from the teens to just before WWII. Although they do not have any Cadillac models, their collection is an interesting mix of several early marques. We held our September meeting at the Wheels in Motion, National Children's Cancer Society (NCCS), Car Show. We also made a contribution to NCCS.

In October we held our annual Cadillac & LaSalle Car Show on the front lawn of a local Elks Lodge. We had 32 Cadillacs and 50 members and guests in attendance, and we shared new member information with five interested visitors. The show was held in conjunction with the Jaguar Club's annual Concours d'Elegance which occupied the other half of the front lawn. We also joined the CCCA, Rolls Royce Owners Club of St. Louis and the CLC of Kansas City for an extended weekend tour to Kansas City and environs, with a round trip and local touring of approximately 600 miles. Ten members and guests participated, visiting local attractions and four local car collections. We are grateful to the Kansas City CLC region, particularly Tom Keegan and his wife for organizing the itinerary.

Finally, in November we met at ELCO Cadillac for an annual update from our sponsor on Cadillac sales and marketing activities. A great member turnout made this event one of the best attended of the year. Thank you, Allen Hall, for our Christmas gifts!

David, Craig, Ted, and I hope that you enjoyed the events we and our fellow members organized this year. If you have some ideas for things to do in 2024, please give one of us a call. Have a safe holiday season. We look forward to seeing you at Favazza's.

CADILLAC CONFIRMS 2026 VISTIQ

(By: Cadillac Pressroom)

Cadillac continues to expand its electric vehicle portfolio with confirmation of the VISTIQ. Slotted between LYRIQ and ESCALADE IQ, VISTIQ is a distinctive and innovative luxury three-row SUV, designed for the modern family.

This is the third electric vehicle Cadillac has confirmed this year and fifth to join its growing EV family. Earlier this year, Cadillac revealed the 2025 ESCALADE IQ, the brand's first-ever all-electric full-size SUV that redefines the luxury SUV experience with its iconic design, high level of craftsmanship and the latest automotive technology.

Last month, Cadillac confirmed the 2025 OPTIQ, which will act as the entry point for the brand's EV lineup in North America and will appeal to global luxury customers with its spirited driving dynamics.

"VISTIQ adds another compelling EV to the Cadillac lineup, reinforcing our commitment to an electric future," said John Roth, vice president of Global Cadillac. "Our brand now has an EV entry in most luxury segments, offering customers a range of

choices, and Cadillac EVs will cover most luxury SUV segments across critical global markets in the next two years."



Photo: GM/Cadillac

1939 LASALLE / METEOR COMBINATION CAR

(By: John Fluss)

I have always had an interest in the less popular types of vehicles. When the popular cars were '57 Chevys, Ford Mustangs, etc., I was interested in Volkswagens and have owned four of them. When the Toyota Land Cruiser FJ40 arrived on the scene, I bought my first one in 1970 and have since owned seven of them. My preference for motorcycles was never Harley-Davidson but BMW.

Shortly before I retired in 2015, I stumbled upon a Mercedes-Benz Unimog meet in the vicinity of Stuttgart, Germany. I became enamored with the Unimog. A year or so afterwards, I purchased a 1961 Unimog fire truck which had seen service in northern Germany. I kept the Unimog for about five years, during which time I refurbished it and showed it in various regional car shows, parades, fire department open houses, etc.

I have always held a fascination for older model fire apparatus and ambulances and as I began to look for another vehicle to "restore", I couldn't help but remember the magnificent Cadillac ambulances from my Decatur, Illinois childhood. Those were the 1950's - 1960's vintage beauties that I recall frequently transporting patients from the nursing home at the end of our block to one of the local hospitals. As kids, we would stand across the street and marvel at the beauty of the vehicle, fascinated with the flashing lights and wail of the siren as the ambulance departed with its patient and approached the first busy intersection.

Through the years, Decatur Ambulance Service (DAS) often retained some of their retired Cadillac treasures and, even in the early 2000's, on nice days it was not unusual to drive by one of their stations and see the garage doors up and some of the oldies visible inside.

Occasionally, when in Decatur, I would think about stopping by DAS and inquiring as to whether they might be willing to sell one of their late-50's or early-60's models, but I never did. Then, one day I was speaking with one of the local funeral home owners and happened to ask if he knew of any vintage ambulances for sale. He suggested that I contact the Professional Car Society (PCS), which I did (and ultimately joined). He also suggested that I contact the President of DAS, which I also did. I was initially very disappointed when he told me that he had sold all his vintage Cadillac ambulances. He did say, however, that he still had a 1939 LaSalle / Meteor Combination Car and asked if I would be interested in taking a look at it, to which I replied in the affirmative.

The LaSalle was in the rear of the maintenance garage covered with a tarp. We uncovered it and I found it to be in extremely good shape. It had some rusty areas at the bottom of a couple of the side doors, moderately weather-worn running boards, some water-leak damage to the wood jam that supported the rear door hinges, dry window gaskets, a few hubcap and bumper guard dings, and some minor body dings and scratches. The older tires had plenty of tread. The interior was clearly original and well worn. The engine ran well, the gear shift mechanism was a little balky, but the vehicle was generally in surprisingly good shape. We came to agreement on the price, and it was delivered to me in June of 2017.

The fact that the vehicle was a "Combination Car" as opposed to a pure ambulance gave me pause initially but later made the vehicle even more rare and appealing to me. Originally, this "Combination Car" was black with black wall tires. The cab interior was finished in brown with black upholstery and was spartan in appearance right down to "radio delete". The rear was burgundy in color with a fabric headliner and mohair carpet interior sidewalls and deck. Included was a fitted, removable carpet, which was installed when the vehicle was in ambulance mode to cover the casket rollers. Also, in ambulance service mode, a gurney-retainer device was placed into receptacles on the left sidewall, to which the gurney was secured. Two removable attendants' chairs were installed, fitting into floor receptacles in the right side of the deck.



When I took possession of the vehicle, it had been set up in ambulance mode and, in addition to the gurney and attendant seats, included an oxygen tank setup, doctor's bag, white enameled steel male and female urinals, and tasseled roller shades on all windows. The Mars oscillating light was in place on the left front bumper and the siren was in the front nose of the vehicle.

During the period that DAS owned the vehicle (1985-2017), they had the vehicle repainted from its original black to a cream/maroon color scheme. They also performed routine maintenance, tire replacement, brake service and clutch work on the vehicle during that time.



I spent the better part of the first year of owning the vehicle removing parts that needed replacement, repair, rechroming, powder coating, refurbishing, etc. In addition to sourcing and purchasing new parts, shipping off old parts for refurbishment, a lot of time was spent visualizing what I wanted this vehicle to eventually look like. I consulted people within the CLC, PCS and others. I pored over books, relevant documents, and countless photos of similar vehicles. I considered paint schemes and colors. I debated internally on what type of trim, lights, sirens, window dressings, etc. would be appropriate. I approached three restoration shops, two in Illinois and one in St. Louis about taking on my project. I decided on V8 Speed and Resto (V8) in Red Bud, Illinois. They ultimately took on the project.

The original owner of this vehicle was a funeral home in Red Bud. From all accounts it belonged to the Dashner Funeral Home, which also ran an ambulance service. Were it not for the connection of the vehicle to the City of Red Bud, it is likely that V8 Speed and Resto would have declined the project; their focus being primarily on muscle cars.

In May of 2018 I delivered the vehicle to V8 where it resided until the work was completed in October of 2019. During its sixteen months in Red Bud it received a thorough frame-on reconditioning including:

- Total stripping down and refinishing of all body components/doors
- Replacement of all glass
- Replacement of all rubber gaskets and seals

- Restoration of interior wood trim
- Replacement of all upholstery
- Refurbishment of dashboard
- Conversion from 6V positive ground to 12V negative ground system
- Replacement 6V generator with 12V alternator/voltage regulator
- Total rewiring to period-correct wiring including fuse panel replacement
- Horn contact repair and replacement of horn button
- Installation of turn signal system
- Replacement of original headlights with sealed beams
- Complete engine tune-up, plug and plug wire replacement
- Replacement dome lights in rear area
- Replacement of vacuum-powered with electric-powered windshield wipers
- Repair of heater and refurbishment of ventilation system
- Refurbishment of window, door handle, lock and latch mechanisms
- Replacement of glove compartment
- Replacement of rear leaf springs and rear shock absorbers
- Replacement of clutch
- Rebuilding of front-end and steering
- Reconditioning of shifter mechanism
- Replacement of deteriorated wood body frame components
- Installation of refurbished running boards
- Polishing of all body chrome and stainless steel
- Installation and wiring of all emergency lighting, sirens and controls
- Installation of linoleum deck covering including reincorporating casket rollers
- Reupholstering of rear compartment
- Painting accents to hubcaps, rear bumper, grilles, etc.

Since receiving delivery of the refurbished vehicle, I have continued to make additions and improvements to it including design, procurement, and installation of the stained-glass inserts in the rear side windows, adjustments to equipment, installation of exhaust turn-down, refurbished license plates, AMBULANCE window signage, etc.

This vehicle is clearly not a "restoration" per se, and I don't represent it as such. It is, however, a reconditioning of a rare, 80+ year-old vehicle with approximately 36,000 original miles that still runs very well and shows very well in the right venues.

My wife Nancy and I enjoy showing this vehicle in local car shows such as the Edwardsville Route 66 Car Show, Edwardsville Police Dept. DARE Car Show, Edwardsville and Glen Carbon Fire Department open houses, etc.

La Salle



2023 CLC GRAND NATIONAL (Part 3)

(By: Doug Birk)

In Part 2, vehicles attending the Grand National from the '60s through the '70s were covered. Part 3 covers vehicles from the '80s and forward.

Downsizing across the Cadillac line impacted the 1979 through 1985 models, which were then downsized again from 1986 through 1991, but were expanded in size for 1992 until the end of production in 2002.

While it is unusual to see no '79 to '85 models at any GN, it did happen.

By 1980, a new, somewhat-controversial-designed Seville emerged, featuring FWD, a pillared hardtop structure, and a bustle-back tail end, reminiscent of the custom Hooper Coach Builders trademark, applied to Rolls Royces and Daimler motor cars.

A two-tone 1980 Seville Elegante in frost-silver over ebony-black from CA, was powered by a 350 cubic inch diesel engine, borrowed from Oldsmobile. (Do I foresee a lawsuit?) Even though plagued by the diesel engine problems, it made the trip to this year's GN. You do not see many GM-diesel powered cars on the road!



A 1981 Elegante in two-tone saddle and bronze was driven from CO by its owner George Dameron. Rounding out the selection was the 1985 silver with black fabric carriage roof from CO, and the 1985 Seville in cream over champagne-gold owned by John Vaughn of Albuquerque. All were winners in my book.

A 1988 Eldorado Biarritz, white-on-white, was shown by proud owner Becky from Corrales, NM,



alongside a 1990 Eldorado coupe in ebony, also from NM.



One cannot leave the 1980s without mentioning the Cimarron—Cadillac's attempt at a small luxury car to compete with small European makes like BMW, Mercedes-Benz, Audi, and Volvo. Only running from 1982 through 1988, it was based on a Chevrolet Cavalier. Some say it was a Chevy that went to finishing school with a tuition price tag to match. The sole representative was a 1986 sedan in metallic medium-red with matching red leather seating. An original, unrestored car, it received 2nd place in the touring class, T-30. It came fully equipped with most of Cadillac's power options plus the larger 2.8 liter, 125 HP, 6-cylinder engine versus the standard 2.0 liter, 88 HP, 4-cylinder. It calls El Paso, TX home.



While one model left in the 1980s, another model arrived—a two-seat roadster called Allanté which was introduced in 1987. It was the product of a joint venture between Pininfarina of Italy and Cadillac of Detroit, MI. Even though three were preregistered, none made it to the show! Since the Allanté was phased out after 2003, a new two-seater was introduced as a replacement in 2004—the XLR. Beautiful, crisp design and powerful, the XLR could be powered by either the standard 4.6 liter (320 HP) or upgraded to the supercharged 4.4 liter (443 HP) engine with a top speed of 155 MPH!

Andrew Gans of Albuquerque, the owner of the sole XLR at the show, drove his magnificent crystal-blue 2005 roadster. The disappearing hardtop feature fascinated visitors. There was no reason to put the top up in such great, sunny weather.



1980 and beyond brought the new downsized styling to other Cadillac models, as represented by the shortened configuration of Tom Rigozzi's 1988 CDV. This original coupe was finished in a dark navy blue with a white padded top and flawless white leather interior.



The remarkable 50-year production run of America's finest personal luxury coupe, Eldorado, ended in 2002, but not before its final and classic body redesign. Nick Manole's 1999 Eldorado Touring Coupe (ETC) in hot-red-pepper with contrasting white pinstripe took home 1st place in its touring class. Nick, are you running out of space with all those trophies?



Competition followed with an original 2002 Eldorado coupe in pearlescent-white, double gold-and-black pinstripes, sitting on chrome wheels with gold-line Vogue tires; (see top of next column). The owner is unknown, but the car had Missouri license plates???

By 1990, Cadillac's design became more pleasing to the eye, extending body lengths and increasing trim options. Our own St. Louis Region members, Todd and Amber Tobiasz, drove their family (dad's) car—a slate-silver-gray SDV—while the odometer



turned over the incredible 215,000 mile mark. Much can be said about the maintenance and upkeep of one's family heirloom, as well as that 4.5 liter engine.



Retaining the same basic body style, an original 1993 SDV in twilight-silver-blue from NV, featured optional leather seating and cast laced wheels.



Mid-1990 deVilles altered the quarter panels, making for a shorter, less-appealing appearance, as evidenced by the 1994 white Concours sedan with full fender skirts.



By the late 1990s into the 2000 models, the body changed again—opening up the rear quarters with more wheel exposure, definitely a more-desirable look. The 1998 white SDV from NM and a 2002 DTS in ruby-red from Albuquerque were two extraordinary examples. (see top of next page).

By the early 2000s, Cadillac entered competition in earnest with smaller, luxury European brands—such as Mercedes-Benz, Audi, BMW, and Volvo—



with the all-new CTS. It was an eye-catching design with sculpted/angular sides which other manufacturers tried to mimic. The CTS was available in all body styles, except the convertible which was XLR's spot. Appearing from nowhere was a 2012 CTS in silver with Missouri license plates. The owner remains unknown.



Below, a silver-gray 2007 CTS sport sedan from NV joined a 2011 CTS dark-gray sport wagon (which Cadillac should have continued to make but did not).



At the top of the next column is a gorgeous 2012 CTS Black Diamond edition CTS owned by St. Louis Region members Kevin and Caro Williams. Whoever said that all that glitters is not gold was spot on. As Kevin says, "looks like someone hit it with a glitter bag," sure is a keeper!



For those who desire speed, and lots of it, the 2010 CTS-V model is for you. A super-nice tint coat metallic red sedan from PA made the pilgrimage to this year's GN.



Showing who is "The Boss" was a 2023 Cadillac Escalade V-ESV from Birmingham, AL. It is a huge, seven-passenger SUV with a matching base price of \$153,815 and a huge, 6.2 liter engine with 682 HP. That engine can move this behemoth from 0 to 60 MPH in only 4.6 seconds. I guess if you can afford the cost of this beauty, you need not ask the cost of a gallon of gas!



Other models at the show—like Broughams, modified/customs, and professional vehicles will be covered in future issues of the Fleetwood Flyer.

I had a great time, as always. I hope many of the St. Louis members will be able to attend next year's Grand National in Gettysburg, PA. You will not be disappointed. Adios y Feliz Automovillismo, Doug Birk

(All photos by Doug Birk unless noted)

(2023 CLC GRAND NATIONAL-Part 4 in February!)



HAPPY HOLIDAYS!





LaSalle
CLUB
St. Louis Region

January Edition

2024

CLC - St. Louis Region Calendar of Events



Date	Day	Time	Event	Location	Notes
1/6	Sat	1:00 PM	Monthly Mtg & Holiday Party	Favazza's Restaurant, 5201 Southwest Ave.	
Feb	TBD		Monthly Mtg		
Mar	TBD		Monthly Mtg		
4/13	Sat	TBD	Evergreen Car Collection Tour	Lebanon, MO	Details to Follow
4/28	Sun	11:30 AM-3:30 PM	Monthly Mtg & Car Show	St. Martin's Episcopal Church, 15764 Clayton Rd, Ellisville	Circle of Concern Food Pantry Benefit
May	TBD		Monthly Mtg		
June	TBD		Monthly Mtg		
6/10-15			CLC 2023 Grand National	Gettysburg, PA	
July	TBD		Monthly Mtg		
8/31	Sat	8 AM-12 PM	Mo. Mtg - Caffeine & Chrome Show	1237 Central Park Dr. , O'Fallon, IL 62269	Gateway Classic Car-CLC Featured
Sept	TBD		Monthly Mtg		
10/5	Sat	10 AM-3 PM	Annual CLC Car Show & Monthly Mtg	12481 Ladue Rd, Creve Coeur, MO 63141	Elks Lodge #9, w/Jaguar Club
11/20	Wed	6:00 PM	Monthly Mtg-Tentative	ELCO Cadillac, 15110 Manchester Rd, Ballwin	Final Meeting of 2024
Other Local Car Related Events					
3/31	Sun	8:00 AM	HCCMO-Annual Easter Car Show	Forest Park-Muny Opera Upper Parking Lot	
6/16	Sun	10 AM-3 PM	HCCMO-Father's Day Car Show	Museum of Transport, 2967 Barrett Station Rd	
Sept	Sat	TBD	Kicks On 66/R.Gori Memorial Car Show	Edwardsville, IL	
9/15	Sun	8:00 AM	HCCMO Show & Swap Meet	Chesterfield Mall - former Sears parking lot	Date & location tentative
10/19	Sat	5 PM-11 PM	Archway Oldsmobile Charity Trivia Night	2500 Raymond Dr., St. Charles, MO	Amer.Legion #312, \$20/person