



MONTHLY NEWSLETTER

FLEETWOOD FLYER



FEBRUARY 2025

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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



FEBRUARY MEETING

Date: Thursday, February 27th

Time: 6:00 PM

Where: The Sports Café

Address: 579 Pennridge Dr., Bridgeton, MO 63044

Note: We will use the private room on the right near the front entrance. Please order your meal upon arrival so that the kitchen does not get backed up and all are served their meal timely.

MARCH MEETING

Date: Saturday, March 22nd

Time: 10:00 AM to Noon

Where: St. Louis Car Museum

Address: 1575 Woodson Rd., St. Louis, MO 63114

Note: Those who wish can then participate in a group lunch outing after the meeting to a local restaurant yet to be determined.

APRIL EASTER AUTO SHOW

Date: Sunday, April 20th

Time: 8:00 AM

Where: Forest Park Upper Muny Parking Lot

Address: Summit Dr., St. Louis, MO 63312

Registration: Sign up for the Club Display! Submit your Name, Make, Model, and Year of car with \$15 Display or \$30 Judged fee to Todd by March 31st. Mail your check payable to "HCCM" to: Todd Tobiasz

417 Fairlawn Ave.

Webster Groves, MO 63119

Easter Show Note: Judged cars can park with their associated club. MOST IMPORTANTLY, for car club displays, there is NO requirement that vehicles be at least 25 years old. So, any club member's Cadillac or LaSalle is welcome to be included in the Club's display regardless of age!

SECRETARY'S REPORT

After our Club's December holidays meeting break and the Secretary/Editor's January newsletter break (ahhhhh...), we are Cadillac'n into 2025!

On January 11th we had our post-holiday lunch and meeting at Favazza's on The Hill. As always, the food and company were outstanding. We had a good turnout of about 25 members, but many were unable to attend due to being snowed in due to our big snow storm several days earlier. Not only was the snow deep, but dense. I have a Toro single-stage snow blower that was able to handle the driveway clearing provided that I took half-width swipes through the auger. I likened it to attempting to snow blow snow-cone-type chipped ice.

A big thank you goes out to Associate Director David Baker for arranging our January luncheon meeting and to David and Michael Neuf for bringing and serving some mouthwatering desserts. THANK YOU both!

Ted Fivian gave our Treasurer's report, and we continue to have a sufficient balance for future activities. Ted reported the Club's end-of-year treasury balance was about four Franklins and a handful of Washingtons!

2025 CLC-StL Dues: Still \$15! Our November meeting kicked off the annual CLC-StL Region membership renewal. As of mid-February, we have a 75% renewal rate. **Reminder!** National CLC membership is required to join and maintain membership in the St. Louis Region. Your CLC-StL Region membership cannot be accepted unless your National CLC dues are current.

A payment coupon has been emailed with this newsletter. If you are unsure if you have paid, please contact the Secretary. Dues are due by the end of February!

Upon completion of 2025 dues collection at the end of February, I will send out the official 2025 St. Louis Region roster in March or April.

Name Badges and Car Show Placards: We have a new supplier for our CLC St. Louis Region name badges. David Baker will be placing future orders for name badges. If you missed the February 5th order date deadline, David can place another order later this spring. Please see the photo/sample of the name badge below.

To reserve your name badge, please email David Baker at dkb9323@gmail.com with the exact spelling of the requested badge names. The cost of each badge is \$7. Please mail a check payable directly to David Baker to:



David Baker
3359 Drysdale Ct.
Edwardsville, IL 62025

Please email or call David at (636-575-9554), if you have any questions.

I, Craig Masterson, will start producing the Club's display placards, taking over from Jim Gormley. Jim, thank you for developing such an attractive and pleasing design and for your past efforts to make these placards! Once the transfer is complete, members will be informed at a future date that orders for St. Louis Region display placards are being accepted.

2025 Event Dates: Our 2025 Calendar of Events will be a work in progress over the course of this year. Meeting and event ideas were solicited at our recent meeting and several great suggestions were made. If you have ideas on meeting locations, events, 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 the suggested event, all members will appreciate your efforts and doing so helps immensely.

Current 2025 Club events either planned or in the planning stages for save-the-date purposes are:

- February 27: Thursday, Meeting, The Sports Café, Bridgeton, MO (Details, page 1). 6:00 PM.
- March 22: Saturday, Meeting, St. Louis Car Museum (Details, page 1). 10:00 AM.
- April 20, 2025: Sunday, Easter Auto Show-Forest Park. (Details, page 1). 8:00 AM.
- May 4, 2025: Sunday, Meeting & Car Show, St. Martin's Church, Ellisville, MO. (Details forthcoming).
- June 2-7, 2025: CLC Grand National, Murfreesboro, TN. (CLC registration started on January 10th. Please book your hotel room now while rooms are available at the host hotel: [2025 Grand National | Cadillac & LaSalle Club.](#))
- Sept./Oct.: Date to be determined. We hope to host the Kansas City Region over a 3-4 day weekend to introduce them to the finer things in St. Louis! This event is similar to the St. Louis Region's visit to the Kansas City Region two years ago for the "Gateway to Fountains" Tour. I am tentatively naming this tour "B-B-Q to the Lou" or "Jazz meets the Blues". Please submit your name suggestions and your hotel and tour ideas to Director Todd Tobiasz.
- October 11, 2025: Saturday, Fall Car Show, Elks Lodge, Creve Coeur, MO. (Details forthcoming).

Member News: Kevin Williams, Barb Knudson, and friend **Gene Bossaller**, attended the CLC 2025 Winter Reunion & Board Meetings in Chattanooga, TN at the end of January. The event included several tours including a visit to the Coker Museum and its collection of classic cars, motorcycles, and automobilia. I hope maybe an article, or some pictures, are forthcoming from one of our local attendees about the event and tours!

Chris Doria and wife **Julian** welcomed a new addition to the family last November. No, not a vintage Cadillac, but a new son, Lewis, with zero miles on the odometer. Congratulations, Julian, Chris and daughter Lyla!

The **Mastersons'** have delivered their 1971 Eldorado convertible to Frisco Hill Auto for some much need rust repair in the front floor pan (fix the "ankle vents") and rear fender skirt area (so the skirts stay on the car). Let's get this car back on the road, cruisin' in style!

Bill Tabor still needs your used car magazines for distribution to the Veterans Homes throughout Missouri. Bill requests that you place no more than five to seven magazines in a bag to limit weight so that they are more easily transported. Members are greatly encouraged to provide personal

contributions to Bill to help defray the cost of mailing magazines to the Veterans Homes, which Bill has been funding out of pocket.

This month's newsletter continues with Doug Birk's excellent series of 2024 Grand National articles, covering the 1971-1979 vehicles displayed. Doug, GREAT article as always. Thank you for time and dedication to the Club!

Craig Masterson



Fun in the snow!

CADILLAC & LASALLE CLUB **UPDATES CLC LOGO**

At the February 1st Cadillac & LaSalle Club Board meeting in Chattanooga, TN, the Board of Directors voted unanimously to update the CLC logo to include EVs (electric vehicles), since Cadillac has manufactured them for a number of years. The updated logo will first appear in the March issue of *The Self-Starter*. The CLC will continue to use any stationery already printed with the old logo until it is exhausted, and they encourage all Regions to do the same.

Therefore, the updated CLC logo will be used as soon as practicable in all communications and branding within our Region, including the newsletter and website.

ST. LOUIS ART MUSEUM **Roaring: Art, Fashion, and the** **Automobile in France, 1918–1939**

The St. Louis Art Museum debuts a new exhibit starting April 12 through July 27, 2025. Interwar France was a period of exceptional creativity, innovation, and turbulence. "Roaring: Art, Fashion, and the Automobile in France, 1918–1939" explores the role of the automobile as both subject and object from 1918–1939, untangling the impact of fashion, interiors, architecture, aviation, and the avant-garde on French automobile design and production.

Roaring brings together more than 100 works of art and design, including paintings, photographs, prints, posters, furniture, lighting, architectural plans, fashion, textiles, and automobiles. Expansive and interdisciplinary, Roaring illuminates the rich, creative ecosystems that nourished this golden age of French automotive design and influenced modern concepts of mobility. The exhibition highlights the bold, untethered visions of figures like Sonia and Robert Delaunay, Jacques-Henri Lartigue, Le Corbusier, André Citroën, and Josephine Baker, who embraced the automobile as a provocative expression of the modern age.

This is an exhibit not to be missed by classic car lovers. Sign me up! (www.slam.org)



Former Logo



Updated Logo



2024 GRAND NATIONAL PART 5

(BY: DOUG BIRK)



The start of a new decade, the 1970s, was dynamic, ever-changing, and challenging. A period where fashion trends ranged from the end-of-the-hippies to the glitz and glamour of wide-lapel leisure suits, bell bottoms and platform shoes, flowered shirts and blouses, and songs of protests of the continuing overseas war. Taking center stage, the sounds and beat of disco, complete with mirrored glitter balls suspended over an illuminated dance floor, dancing to the Bee Gees' *Stayin' Alive* or Donna Summer's erotic *I Feel Love*. The automobile world was also evolving with new designs and more electronic gadgets, all while conforming to increasing government-mandated safety and emission standards.

In the period from 1971-1973, the full-size Cadillacs evidenced many design changes. These included new quarter panel stampings, lower sill profiles, and larger side windows. Bumpers were exaggerated with vertical bumper guards protecting the oversized, egg-crate grill, while retaining rear vertical tail lamps enclosed in chrome pods.

New for 1971 was the totally redesigned Fleetwood Eldorado, offered in a "colonnade" opera coupe or first-year convertible coupe—then the only drop top model offered by Cadillac. The Eldorado kept the front wheel drive (FWD) configuration—shared with the Oldsmobile Toronado. Chief design engineer, Wayne Kady, took the reins in shaping the body style, incorporating the simulated quarter-panel air scoops (reminiscent of 1950-56), as well as the mesh grill and vertical taillights. The 500 cu.in. engine was retained, although the compression ratio was lowered from 10-1 to 8.5-1 to accommodate regular, and soon to be unleaded, fuel, resulting in a reduced horsepower rating from 400 to 365 hp. The single rear leaf spring was replaced with coil springs for a smoother ride.

A fine example of the 1971 coupe was shown by Sam Tomasello from PA (below-left). It is finished in the original Adriatic Turquoise (#34) with a contrasting white padded top and white leather seats. Sam is always doing something for his cars to make them more attractive and factory-original, including his red 1967 convertible. Popular with the public, the new 1971 Eldorado sold 20,568 copies of the coupe, and 6,800 of the first-year convertible.



The 1973 Eldorado incorporated some body panel changes, stronger front-impact bumpers, and offered a new range of color selections. This impressive white over black Eldorado convertible tipped the scales at a hefty 5,100 lbs. with a base price of \$7,681. Sales for 1973 totaled 9,315 units. The owner is Eric Vesely from NY (above-center).

A companion Cotillion White with gorgeous red leather convertible (above-right) was parked in front of the hotel, top down with a pair of fuzzy dice dangling from the rearview mirror. An identical model was used as the pace car at the Indianapolis 500, minus the fuzzy dice.

For 1975 through 1978 the Eldorado shed its rear fender skirts in favor of open rear wheel wells, a refreshing touch to an older design, giving new life to an otherwise-dated appearance.

Supposedly, the 1976 Eldorado was to be "the last" factory-produced American drop-top. Investors raced to become owners of one of these milestone gems, with 18,000 units sold. The final 200 were identical, Cotillion White, white leather with red piping, with red dash and carpet. Many paid well over factory sticker price just to own one. Little did these miscalculating, adventurous, folks know that the Eldorado convertible was to return for 1984-1985. Regardless, the '76 Eldo is an impressive chariot, flaunting elegance with youthful innocence. An example of the top-down experience was Scott Nickett's Cotillion White, with red leather (right), driven to the show from his home in PA.



A sporty coupe finished in Innsbrook Blue (#28), with a white cabriolet padded top and white leather (below-left) was exhibited by Doug Berg from OH. The special-order matching blue paint on the wheel cover centers (black was standard) accented this coupe's elegance.

1977 and 1978 models were now only offered as a colonnade coupe, and the new 425 cu.in. engine replaced the 500. The last of these land yachts was represented with a 1978, special-order, top-of-the-line model called the "Eldorado Custom Biarritz Classic" (above-right). It was equipped with a heavily-padded Elk-grain roof, black-accented polished stainless trim, and opera lamps—just to name a few of the options. The base price of this Demitasse Brown over Arizona Beige model was \$11,291. The optional Custom Biarritz package with the astro roof raised the price by \$3,347—a very pricey car for the day. The owner is Sal Richichi of NY. Total output for 1978 Eldorados was 46,816 units.



1978 would be the last year of Cadillac's huge, personalized luxury car, while Lincoln continued with the Mark V through the 1979 model year. Both of these personal luxury cars were gigantic in length—the Eldorado at 224" and the Mark V at 230". The Mark V sold nearly double the number of Eldorados during this period. Americans still desired, purchased, and loved these dream machines, but sorry to say, they are now a part of history.

Moving on to the full size Cadillacs, while mostly-new for 1971, they incorporated major changes in engineering and design. Gone were the sculpted sides, replaced with an elliptical bulge in the quarter panels. Larger and stronger bumpers and guards appeared, with larger side windows and lower sill profiles. The styling designs retained were the traditional egg-crate grill and vertical rear taillamps. Sorry; no 1971 full size models were on display, but Mark and Cathy Ellison's '71 CDV would have been a winner.

Two beautiful 1972 Coupe de Villes shared the field. A Cognac Brown with beige top and aftermarket dual exhaust (below-left) came all the way from FL; the owner is Steve Will. Joining the party was an eye-catching metallic Zodiac Blue (#24) trimmed with a white padded top and rich dark blue leather seats (below-right). The owner is John Oryszak from NY. This popular series sold 95,280 units.



Even though the U.S. suffered from the 1973 oil embargo, Cadillac buyers kept the pace in purchasing their dream cars. 1973 models were slightly-modified, most notably the new, larger, exaggerated front bumpers required to pass the 5 MPH "crash" (bump!) test. These (battering-rams) became progressively larger and annoying for designers to incorporate into the final product design. The lone example of a '73 came dressed as a custom Hess & Eisenhardt S&S Victoria Funeral Coach in basic sable black, formal full-length grained vinyl roof, landau bars and interior side curtains (above-right). This huge vehicle was built on the commercial chassis of 157.5". It was exceptionally detailed, including the trademark "Vee'd" rear door on S&S conversions. The owner is Ed Thompson from PA.

The Fleetwood Brougham from 1971-1976 incorporated some old traits of the original 1938 60 Special, primarily a thick B-pillar and rounded chrome side window trim. Glenn Brown, a past national CLC president, drove his trusty 1972 Cognac Brown and beige Fleetwood Brougham (right) to the GN, one of many previously attended GNs for this car. Total units produced were 20,750, a good sales year.



The 1974 full-size Cadillacs maintain the same basic "C" bodyshell but incorporated new styling trends. Another of Ed Thompson's professional cars was shown, that being a 1974 Fleetwood Superior Coupe de Fleur Flower Car (left), another conversion performed by Hess & Eisenhart. Naturally, it was painted gloss black with a cross-grained vinyl top, landau irons, and traditional H&E "Vee'd" rear door. I guess it is called a coupe because it only seats two.

A rare survivor is the black 1974 Fleetwood Brougham Talisman (right). With a new top-of-the-line trim package, it was priced at \$1,800 over the base price of \$9,537. Passengers are pampered to the ⁿth degree, with seating for four (not six) on crushed velour Medici cloth, divided by a full-length console, reclining front passenger seat, lighted writing set (front), and a vanity (rear). The owner of this fine car is Joe Roglieri of NY.



Dave Durkin from MD drove his beautiful 1974 Coupe de Ville, finished in a rare Andes Copper (#71) with a white cabriolet top and copper interior (below-left). It was set off with original-style, dual-stripe white-wall tires. Sales were up to 112,201 units. The base-entry Calais, Series 68297, was presented in Dynasty Red with contrasting black vinyl top (below-center). The owner is Phillip Cantanzarite from MD. It was a low production model, selling only 4,449 units.



For 1975-76, changes included new rectangular headlights, use of unleaded gas and catalytic converters, and the introduction of fuel injection. Representing the base Cadillac, this Calais was a flawless Sable Black model (above-right), minus the vinyl top, giving the car a sleeker look with roof panels flowing into the trunk and rear quarters. The base price was \$8,184 with only 5,800 units assembled. The owner is Tom Hutchinson from OH. I hope Tom can get used to that wild-plaid-pattern cloth interior; I guess it is a matter of personal taste.

Two more fantastic '75 Coupe de Villes were shown. The sparkling Gossamer Blue Firemist with white top and leather seats (below-left) is owned by CLC Board Member Richard Sills from PA. The deep Roan Brown metallic (#69) with beige cabriolet vinyl top (below-center) is owned by Ed Allmond from NY.



The companion 1975 Sedan de Ville, also finished in Roan Brown and beige (above-right), was elevated to the d'Elegance package (\$350), wearing wire wheel covers, beige dual pinstriping, and all-leather seating. Note that the new SDV models returned to the six-window configuration offered in model years 1959-1964. The owner is Sam Propper from NY.

1976 models remained mostly-identical to the prior year but offered new colors and fabric selections. This base Calais coupe, finished in Dunbarton Green (right) was anything but stark; it included the custom trim package called L'Etoile (meaning star in French), featuring unusual, padded panels around the side opera windows. The package may have been a local dealer or regional option. The owner is Darrell Brandenburg from MI.



What is your favorite flavor of 1976 Coupe de Ville? The Dunbarton Green with dark green padded top (lower-left), featuring the stand-up, see-through hood ornament and opera light was part of the d'Elegance package. The owner is Ray Stanton from NY. Or maybe the Firethorn Red (#36) with white half-vinyl roof (lower-center), coddled by white leather seats, dual-stripe whitewall tires, and wire wheel covers. This one is owned by Dave Durkin of MD. Would you prefer the Cotillion White with full black vinyl top (lower-right), owned by Bill Carr from OH? A record 114,000 units were made in 1976?



A fine 1976 Sedan de Ville (right), series 68349, finished in triple white was displayed by owner by Mike Kerwin from MD. This would be the final year for the four-door hardtop model—one of 6,677 made. The glamorous four-door hardtop had a good run for 21 years, starting with the 1956 model.



The flagship Fleetwood Brougham (below-left), better known as a Nimitz-Class Carrier at 233.7" long, was nicely represented in the ever-popular Dunbarton Green, dark green Elk-grain top, and optional d'Elegance package (\$350). The base price was \$10,935; 18,755 of this model were sold. The owner is Jeff Montgomery from NJ. An outstanding Fleetwood Brougham in Firethorn Red and Cotillion White (below-right) stood out among the crowd. Is there just something about a red Cadillac? The proud owner is Mike Stinson from PA.



If and when looking for a project car, how often have you read the description in the classified ads or been told by a sales agent about a "real bargain" that needs "only a little TLC"? Here is your chance for a 1976 CDV in weathered Calumet Cream and Pueblo Beige (right). It has the all-too-usual rust in the body panels and under the trim, wrong/missing wheel covers, hood in need of adjustment to fit properly, rear bumper/extensions missing, trunk full of spare parts, and an intact interior with a smell that only a dumpster diver can appreciate. This "beloved" Cadillac is better known as a parts car by any and all. With so many usable parts, that use is far better than sending it to the crusher.



GM's Cadillac downsizing began with the introduction of the 1975-1/2 Seville, sold as a 1976 model. A true smaller luxury car, considered to be international in styling, catered not only to Americans but Europeans as well. Having traits of a Rolls Royce (grill and vertical rear top/glass) and Mercedes (V-8 engine and four-wheel disc brakes) gave this car the ability to maneuver on narrow roads and in congested urban parking. The Seville was powered by a modified Oldsmobile 350 cu.in. V-8 with Cadillac fuel injection and turbo hydramatic transmission. At 204" long, it was 18" shorter than the Sedan de Ville, plus 1,000 lbs. lighter.

The Seville was Cadillac's second-priciest car at \$12,479, junior only to the Fleetwood 75 series. The Seville became an instant success, with 16,355 units sold in the 1975 introduction year, plus 43,772 additional units in 1976. (Both years were billed as 1976 models).

The popularity of the Seville not only caught the eye of the Europeans but also the rich nations of the Middle East. GM built a special factory/assembly plant, completed in 1977, in Tehran, Iran. There, new Sevilles were assembled from CKD (completely knocked down) kits that were crated in Canada and shipped to Tehran. The kits included all of the parts necessary to build a complete, running vehicle. Of the 2,100 kits shipped, 1,000 were completed before the 1979 Iranian Revolution, after which only 37 units were finished. The remaining CKD kits were never located, and their whereabouts are unknown to this day.

A gleaming example of the first-generation Seville is owned by Tom Hutchinson from OH. His 1977 with Sable Black lacquer finish and full tuxedo grain padded roof (below-left) is meticulously maintained. Options include wire wheel discs, leather seating, and double red full-length pinstriping. 46,080 units were sold.

The 1978 Seville on display incorporated the upscale Elegante package, providing a two-tone paint scheme, real wire wheels, perforated leather seats, and locking console. The owner of this Raven Black over Platinum Silver car (below-right), one of 56,985 units produced for 1978, is Joe McCrank from NY.

The downsizing trend extended to the full-size "C" bodies in 1977; they lost 1,000 lbs. in weight and 12" in length, while maintaining the same interior dimensions, and providing better fuel economy with the smaller 425 cu.in. Cadillac engine.



1977 Sedan de Ville, finished in Crimson Red with Claret Red vinyl top (below-left), was first seen parked at the Flight 93 Memorial (located between Stoystown and Shanksville, PA) on its way to the GN in Gettysburg. The owner is Jim Leisure of OH. The popular downsized SDV sold 95,421 units that year.

A sister Coupe de Ville in unblemished Raven Black (below-center), with a matching cabriolet black padded top, optional wire wheel covers, and all-leather interior in brilliant red is a beautiful car. The owner is Eric DeVirgilis from PA. A record-breaking 138,750 units were produced in 1977.



1979 DeVilles retained the same basic body shell from 1978 with minor changes to the grill pattern and taillight assembly. This brilliant Cotillion White with Carmine Red leather interior Coupe de Ville (above-right) is owned by Paul Sevag from PA; it was quite the crowd pleaser.

Anyone who watched the movie *Goodfellas* will immediately recognize the 1979 Coupe de Ville Phaeton, painted in Western Saddle Firemist (below-left), wearing a full phaeton fabric carriage roof. The owner is Albert Petz from NY. I would love to own one of the beautiful New York cars, but I am leery of any unknown surprises in the trunk...; you know what I mean.

The Fleetwood Broughams now shared the same chassis as the DeVilles—no longer on an extended wheelbase. Not only was it lighter, but also



over a foot shorter. This example (above-right) was finished in optional Western Saddle Firemist (\$171) with matching painted, veined wheel covers, standard four-wheel disc brakes, and optional leather seating (\$350). This gem is owned by Doug Matthews from NJ.

Specialty cars came in many flavors. This 1979 Fleetwood Brougham was transformed into a station wagon (right). The conversion was carefully executed by R.S. Harper Custom Coach Builders (Fraser, MI). This is one of five Fleetwoods converted in 1979. Options included wire wheel covers, leather seats, and a luggage rack. What a way to go to the beach. The owner is Chris Liotta from FL.



Next month, the 1980s models....

TWG MOTORSPORTS AND GM FORM CADILLAC
FORMULA 1 POWER UNITS VENTURE
 (By: Cadillac Pressroom)

TWG Motorsports and General Motors announced the formation of GM Performance Power Units LLC, a new company that will put Cadillac on the path to being a “full works” team—building Formula 1 vehicles and power units—by the end of the decade. The new venture will build powertrains for the Cadillac Formula 1 team that will be on the grid in 2026.

“In F1, we’re going to demonstrate GM’s engineering and technology capabilities on a global stage...”, said GM President Mark Reuss. Development and testing of the team’s Formula 1 prototype engine technology is already underway. Engineering the F1 power unit will leverage and advance GM’s expertise in electrification, hybrid technology, sustainable fuels, high efficiency internal combustion engines, advanced controls, and software systems.



Plans are in place to open a dedicated facility for Performance Power Units LLC near GM’s Charlotte Technical Center in 2026.

As previously announced, the Cadillac Formula 1 Team will utilize Ferrari power units until the GM engines are approved for racing use.

✦ BLAST FROM THE PAST ✦

December 28, 1924

ST. LOUIS POST-DISPATCH



SPARE the hammer. It is your car's worst enemy in the toolkit. Parts that fit or that come apart, properly seldom have to be hammered. When you think you have to use the hammer, that is the time to make up your mind you aren't doing the job right.

It's all right to tap a part when it won't come free and when you are dead sure it should. But in that case use a wooden hammer, or strike with the wooden handle of your regular hammer. One trouble with hammerin' is that you're sure to cause some new trouble. You'll bend somethin' or break it. When a shaft or a rod or a pin won't tap out easily, there's somethin' holdin' it, And the first job is to look for the snag.

Here's where an oil can is more useful than the best of hammers. If oillin' fails, maybe there's a rough spot somewhere you could smooth off with a little emery paper or a fine file. A burred spot on a shaft you are trying to tap out of a bearin' usually will get worse if you hammer.

If you can't get a part out in another direction, maybe you can free it by taking somethin' else apart. You won't be wasting any time or effort if you find that the trouble is in the part that supports the part you thought was doin' the stickin'.

But spare the hammer. That's one point I always try to hammer home.

(Transcribed for legibility only)



LaSalle
CLUB
St. Louis Region

February Edition

2025

CLC - St. Louis Region Calendar of Events



Date	Day	Time	Event	Location	Notes
1/11	Sat	1:00 PM	Monthly Mtg & Holiday Party	Favazza's Restaurant, 5201 Southwest Ave.	
2/27	Thur	6:00 PM	Monthly Mtg - The Sports Café	579 Pennridge Dr., Bridgeton, 63044	
3/22	Sat	10:00 AM	Monthly Mtg - St. Louis Car Museum	1575 Woodson Rd., St. Louis, MO 63114	Lunch out afterwards
4/20	Sun	8:00 AM	HCCM-Annual Easter Car Show	Forest Park-Muny Opera Upper Parking Lot	
5/04	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
6/2-7			CLC Grand National	Murphysburo, TN	
June	TBD	TBD	Monthly Mtg		
July	TBD	TBD	Monthly Mtg		
Aug.	TBD	TBD	Monthly Mtg		
Sept.	TBD	TBD	Monthly Mtg		
TBD	TBD		CLC National Driving Tour	Central New York state	
10/11	Sat	9 AM - 3 PM	Annual CLC Car Show & Monthly Mtg	12481 Ladue Rd., Creve Coeur, MO 63141	Elks Lodge #9, w/Jaguar Club
11/19	Wed	6:00 PM	Monthly Mtg	ELCO Cadillac, 15110 Manchester Rd., Ballwin	Final 2025 meeting
Other Local Car Related Events					
6/15	Sun	10 AM-3 PM	HCCM Father's Day Car Show	Museum of Transport, 2967 Barrett Station Rd.	
Sept.	Sat	11 AM-2 PM	Kicks On 66/R.Gori Memorial Car Show	Illinois	
Sept.	Sun	8:30 AM	HCCM Show & Swap Meet		
Oct.	Sat	7 PM-11 PM	Archway Oldsmobile Charity Trivia Night	2500 Raymond Dr., St. Charles, MO	Amer.Legion #312, \$20/person