



MONTHLY NEWSLETTER

FLEETWOOD FLYER



OCTOBER 2025

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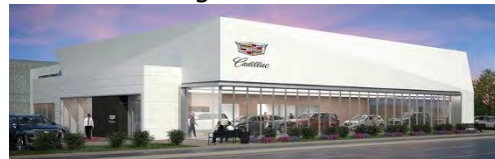
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(submit info to <contact@cadillaclasalleclubstl.org>)

Region Sponsor: ELCO Cadillac

15110 Manchester Road, Ballwin, Mo

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



NOVEMBER MEETING

Date: Wednesday, November 19th, 2025

Time: 6:00 PM

Where: ELCO Cadillac

Address: 15110 Manchester Road, Ballwin, MO

Note: As this is our last meeting of the year, no Oct/Nov updated calendar is attached.

RSVP: Please RSVP to Craig Masterson at BigV8@swbell.net by **Sunday, 11/16**, for food planning. ELCO will provide pizza and soda for our meeting. Thank You, ELCO!!!

SECRETARY'S REPORT

Fall Show: Our October 11th Fall Car Show and meeting were held at the Elks Lodge in Creve Coeur. We had beautiful weather with sunny skies and 80 degrees. Our show was held in conjunction with the Jaguar Club's Concours d'Elegance. Vehicles were displayed on an expansive sloping lawn à la Pebble Beach Concours d'Elegance.

The combined show was a roaring success. CLC-StL had a great turnout of members and vehicles. We had about 35 members and guests and at least 25 Cadillacs displayed, with two additional vintage non-Cadillacs displayed (a Lincoln and a Corvair) by members and friends.

The buffet lunch was delicious with several choices of sandwiches, side dishes, and desserts. I can assure you that no one went away hungry.

A BIG THANK YOU goes out to Brandon Gray, David Baker, Michael Neuf, and Steve Colesworthy for their planning, coordination, day-of-show

registration, and show-field-parking assistance. And, David helped to potentially expand all of our waistlines with boxes of delicious donuts and chaired the meeting to boot!

In attendance were new members Lou and Sue Dauten from Defiance, MO. Lou and Sue displayed their beautiful 1960 Series 62 Convertible. Lou is a former member who has now revived their car after a long slumber, getting it on the road again. Lou says that the 1960 models are much classier and more elegant than the 1959 models! Although, Lou appears to say that with a bit of "1959 fin envy". Welcome back, Lou and Sue!



At the show this year, we attempted to group the cars by model year. With the addition of Lou and Sue's 1960 convertible, we were able to display a lineup of convertible Cadillacs from 1957 through 1960 with their tops down. Daydreaming at the sight of this lineup, I envisioned this display as a Cadillac dealers' trade-in lot, circa 1961. If only we had had an "OK Used Cars" banner flying, it would have completed the image. Pictures from our Fall Show are included later in the newsletter.

Newer member Steve Kesel attended and displayed to the Club for the first time his 1957 60 Special. Steve has been working over the



past 1½ years to return this beauty to road-worthiness. I love the patina-rose color and those reverse-slant tailfins, just awesome!

Treasurer Ted Fivian reported that our Club treasury balance remains at about three Franklins short of five Clevelands (as if they still existed)!

Officer Elections: Our Club's biennial officer elections were held at our meeting. The positions of Director, Associate Director, and Secretary/Newsletter Editor remained unchanged as Tobiasz, Baker, and Masterson.

After many years of dedicated service, Ted Fivian had decided to relinquish the Treasurer position. Ted, I know I speak for the Club when I say THANK YOU for your service to the Club over those many, many years. It is very much appreciated! Taking over the position as the newly-elected Treasurer was Steve Colesworthy. Steve, THANK YOU for stepping up to the plate and taking on this role.

Fountains to Gateway Tour: Our Kansas City to St. Louis CLC Club tour, including participation by members of the CCCA, Jaguar, Packard, Rolls Royce, and other clubs, is soon to occur on October 23 – 26. We have had a great level of interest among both local and out-of-area participants. Our current tour head count is 71, with 42 people attending the Friday-evening banquet.

Driver packets will be emailed to attendees in PDF file format before the event and will also be provided on Friday morning at the drivers' meeting. The drivers' meeting will be at 9:00 AM in the upper-terrace private meeting room adjacent to the morning buffet breakfast area. The host hotel is the Westport Sheraton Plaza Hotel.

Local **registered** participants have the option to first join the tour at the host hotel or the various tour venues, as listed in the driver packet to be emailed soon. **Required** nametags will be distributed at Friday's drivers' meeting or at the first tour venue at which a **registered** participant appears. This tour is not open to non-registered individuals, as the tour registration due date has passed.

2026 CLC Winter Reunion: Several members plan to attend the 2026 CLC Winter Reunion event in Orlando, FL. The event runs January 7th – 10th. See the national club's website or *The Self-Starter* for more information. Tours to the Mecum Kissimmee classic car auction and Dezerland Park and its large classic car collection are planned. Plus, who does not want to work on his/her winter tan?

Post-Holiday Luncheon: Our post-holiday luncheon will be held on Saturday, January 17th, 2026, historically about 2:00 PM. The location is under

review, as Favazza's has changed its policy and now charges a room fee and eliminates individual checks for our size group.

CLC-StL Vendor List: Watch for the first draft of our members' recommended Vendor List to be emailed soon. The list has been compiled by Mark Ellison, based on your submissions. Thank you, Mark, for your efforts—developing and compiling this wonderful informational resource! Please submit your vendor recommendations to Mark Ellison at (maellisonod80@gmail.com) and provide as much information as possible about your recommended vendor, similar to that you will see in the list you will receive shortly.

Member News: As previously mentioned, we have two new members, **Lou and Sue Dauten**. Lou is a former member, returning to the club after reviving their beautiful 1960 Series 62 Convertible from a long slumber. Welcome, Lou and Sue!

Todd Tobiasz has been elected to the Board of Directors of the National Museum of Transportation in St. Louis. Congratulations, Todd! Do you now get to drive the trains?

Jeff Rosansky reported on an engine misfire problem he was experiencing with his 1970 CDV. Jeff stated that everyone thinks of checking the points, spark plugs, and spark plug wires. Jeff ultimately determined that the problem was with the ignition condenser. So, do not forget to check those condensers!

In addition, Jeff has contributed an article about his son Taylor's 1955 Series 62 Sedan's ("Blue's") participation in Taylor's friend's wedding to this month's newsletter. GREAT article, Jeff, THANK YOU so much! I love the pictures, I know members will really enjoy the article too.

At our fall car show, several people commented to me on the beautiful green color of George Bergen's 1949 Sedan. As we have several newer members, those comments signal that it is an appropriate time to reprise George's article about his purchase and restoration of his car. It was quite an impressive journey that George took to bring his car to its current glory!

Thank you to all of the members who participated in our October show. Everyone raved what a great day and event it was. And, special thanks to Jeff Rosansky and George Bergen for their current and past newsletter articles. Members, please share your car stories, repair and maintenance tips, and other stories of interest to the club. Please help to make our newsletter an enjoyable read.

Craig Masterson





Cars for Sale



1971 Coupe deVille Casablanca Yellow, Black vinyl top & Dunbar cloth interior. CLC Grand National and St. Louis HCCM award winner. 31,000 miles, \$20,000 or negotiable. For more info: Mark Ellison 618-830-3636, maellisonod80@gmail.com.



1961 Coupe deVille This vehicle is for sale in Springfield, IL, shown here at the recent Route 66 Fest. Has newer red paint and black/white interior. For sale by Bob Wilbern at Roberts Automotive. \$28,000 or best offer. Motivated seller. 217-801-5553.

[Used Car Dealership Springfield IL](#) | [Robert's Automotive](#)





October Fall Show



October 11th
2025



(Additional pictures provided by Bobby Patterson)





Blue's Wedding Adventure

(By: Jeff Rosansky)



As some of you may remember, a few years ago my son Taylor and I found a 1955 Series 62 Sedan in a shed near Kirksville, where it had been sitting since the early 90's. After looking her over, we took a leap of faith and brought her home. We put our heads together and combined our creative talents to come up with a name for the old girl. After racking our brains to the point of needing to take Excedrin Migraine, we creatively named her "Blue". A few months went by, and we got her up and running. We have been having fun ever since.

Fast forward to September 2025, and one of Taylor's best friends got married. In fact, this friend was one of the friends who came to the house to help push Blue off of the trailer and into the garage on the day we bought her. Since most of Taylor's friends know Blue, it only seemed fitting that we would find a way to incorporate her into the wedding somehow.

The wedding was at a beautiful venue west of the Innsbrook area. It was very remote, a ways out on some winding two-lane roads that would be perfect for something like a Miata, but not what comes to mind when you think of a classic Cadillac. However, if you think more about it, a '55 Cadillac is at home on those roads too. After all, she was made before the Interstate Highway System was put into place.

So, we went about getting Blue ready for her wedding pictures debut. I cleaned her inside and out, applied some STP Son of A Gun tire dressing on the whitewall tires, and even put on a fresh coat of wax to make that old paint shine. I filled her up with gas and oil, took the dog's booster seat out, and she was ready to go.

The wedding venue was about 40 miles from our house. The wedding was mid-afternoon, and the car needed to be there a little earlier for pictures. However, the reception would go into the night, and the wedding party would spend the night elsewhere, so cars would be left at the venue. We did not mind the idea of the drive, but there was the possibility of the first rain in September that night. We did not like the idea of leaving the car unattended all night in front of a barn, in a field, in the rain. So, it was decided that Taylor would drive her out for pictures, and I would drive out separately around 7 PM, drop my daily driver there, and drive Blue home.

Then, as with most weddings, plans changed slightly. Taylor was going to drive himself and some of the groomsmen out there and leave for the venue with the rest of the pack, as that made the most sense timewise. I kind of stepped in and reminded him that, although I have confidence in Blue, after all, she is a 70-year-old car. As both Taylor and the other groomsmen were participating in the wedding, this trip had to be a no-fail mission. He took my suggestion and left earlier than some of the others, which allowed time just in case there were any difficulties along the way. Fortunately, my concerns proved unwarranted because Blue drove beautifully and made it to the wedding venue as planned.

Now, while the wedding venue was absolutely beautiful, it was down a gravel road. As you can imagine, the dust stuck to the fresh wax like glue. So, cleaning Blue the day before turned out to be a waste of my time. But Taylor is proud of his car, so he was doing his best to clean off the dust. The owner of the venue saw what Taylor was trying to do and offered him a hose. So, Taylor was out there, in his brand-new suit, washing his '55 Cadillac in the grass in front of a barn—what a picturesque sight!!





The wedding went off without a hitch, and from the comments I heard, the car was a big hit. Then, it was time for me to drive Blue home. I asked the guy who owns the venue whether there was a way to avoid so much gravel. He said that there was another way out on pavement, but it was up a pretty steep hill. He even commented that some people with older cars have had issues with that hill. Since Blue had run fine, I figured I would give it a try.

So, I took off into the night up a steeeeeeeep hill. Blue's speed was such that she was moving too slowly to take the hill in fourth gear, but she wanted to shift out of third. Fortunately, Blue has the "Dual Range" Hydramatic transmission, so I was able to move the gearshift down one notch which locked it into third gear, and she climbed the hill like a billy goat. It was indeed a very dark night out there—no ambient lighting from any houses and no streetlights. All I had was the two round headlights on Blue. We all drive at night, but living in the city, we seem to forget what true darkness is really like outside the city. Needless to say, it was a long drive with my tired, old eyes.



I wound my way through the curves and dips to eventually make my way back to civilization. I decided to continue to I-70 instead of using the back roads because it was dark, nobody else was around, and if I had issues with our 70-year-old car, there was no cell signal to call for a rescue. Now, you would think that once I got onto I-70 at Warrenton, I would have been done with all of the tight curves. But do not forget that our friends at MODOT are here to "help" us—so there was construction, and more construction, and even more construction. I finally made it through the construction on I-70 (Whew!!), but oh yah, there was also construction on Highway 40.

After about a 40-mile, 45-minute drive on dark curvy roads and what seemed to be the "best" of what MODOT had to offer, I finally made it home. Blue ran beautifully. That drive was the longest I have had with her, and the longest time I have driven with the headlights on. And yes, the old generator did just fine. It was about an 85-mile round trip. She got right at 14 MPG, dripped just under half a quart of oil, and she was ready to go again—with the addition of some gas and oil.

So, I hope you enjoyed our little story of Blue's first wedding. As an aside, two days after this event was the eighth anniversary of our first drive in Blue. We have driven her 6,881 miles, and I have become an expert in cleaning oil drips off of the driveway.

Happy Motoring!

SHADE TREE RESTORATIONS

(By:George Bergen)

Note: This article originally appeared in the August 2008 Fleetwood Flyer before restoration was complete. This revised and expanded version may 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.

