



Cadillac & LaSalle Club Northwest Ohio Region News

March 2012

Volume 5, Number 3

NORTHWEST OHIO REGION



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**On the cover: Green not often popular for
Cadillac and LaSalle**

by Elden Smith

Not only is this Cadillac green, it is also a 1948—the last year for the Cadillac 346 cid L-head. (In 1949, the 331cid OHV replaced it.) This car also represents the first year for the tailfin.

Green has not been high on the list of popular Cadillac colors, but with spring coming in March, plus St. Paddy's Day, green just had to be the featured color of the month. As much as possible, many of the car pictures in this issue feature green Cadillacs. It was tempting to edit the color of some cars to make them green for this issue—a relatively simple task with Adobe PhotoShop. Still this is not April Fools' Day.

The cover picture shows Dick Baruk's 1948 Series 62 convertible—a beautiful example of Cadillac's firsts and lasts in 1948.



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President's Message

by George Louthan

BY GOSH, IT'S MARCH. WOW, WHAT A WINTER WE HAVE HAD. I can't believe I have been able to wash the car outside all winter in 40° weather. As soon as I say this we will probably get hit with 10 inches of snow. March is always full of surprises.

Hope your Valentines Day went well along with your Fat Tuesday. I ate way too many paczki and now its back to the treadmill. My apologies for not being at the February meeting but an unscheduled family event came up that was important to attend. In my absence, Phil Vrzal filled in, and to my understanding, did a great job along with giving a presentation on fuel requirements and make-ups as prescribed by the government mandate. Great job, Phil. Thanks again for your help.

The March meeting will continue at Uncle John's Pancake house on Saturday, March 10 at 2:15. This is a luncheon meeting so bring your appetite and a friend. It seems the artifact auctions have been well received but I am running out of items to donate. If you have duplicate items of automotive interest or items you no longer want, bring them to a meeting and we will find someone that "can't live without it" and raise some money for the region.

There will be no April meeting as it will be replaced by our Crank Up Tour to the GM Heritage Center on April 14. Pay attention to the advertisement on the next page, as it is important to register for this event. Don't miss this event as you can see the development of GM automobiles through the years in a historic display, including concept cars that you can only see at this collection. Thanks to Bill Shepherd negotiating with the Center, the admission fee of \$20 has been waived. The Motor City Region will join us for this event so well over 50 Cadillac enthusiasts will accompany you. **Get your reservation in early.**

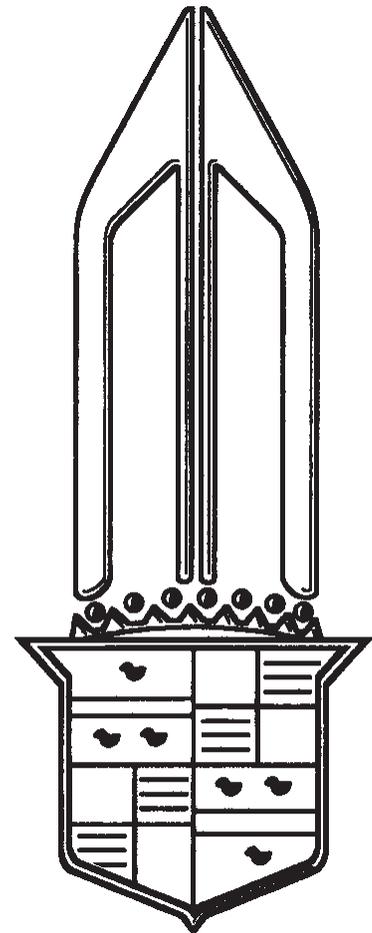
Still looking for sponsors for a club event in May, August, or October. If you have an idea, bring it to me and we will see if it fits. Doesn't have to be complicated, a burger run or attending a car show together would do. The calendar is filling up as shown.

March meeting.....	March 10
Crank Up Tour	April 14
May to November meetings at Taylor Cadillac	DTBA
Club Picnic at the Shepherds	June 9
Vintage Car Show	Late July or early August
Taylor Cadillac Show	September 15

Time to think spring with thoughts of getting that love of your life out of storage, (I mean your car, stupid, not your wife).

Th-Th-Th-TH-Th-That's all for now folks.

George Louthan
NWO Director



Spring Crank Up Tour

A joint venture of Northwest Ohio and Motor City Regions

VISIT THE INCOMPARABLE GM HERITAGE COLLECTION

*A collection of many of the cars of General Motors history
including many of their select concept cars.*

6400 Center Drive/Sterling Heights, Michigan

Saturday April 14

10:30

Lunch after the tour

We will go to “Champps Americana Restaurant”
301 West Big Beaver Road (16 Mile) with the group.

This is optional.

For those leaving from Toledo—

We will meet in the parking lot of the Meijer store at 1500 East Alexis Road.

We must leave by 8:30. Don't be late.

Please combine into as many cars as possible for the trip north on I-75
(a trip of about 1 hour and 45 minute)

The Motor City Region members and guests will meet us at the museum.

You must make a reservation to attend this event by April 1.

Call: Bill Shepherd at 419-534-3055 or
George Louthan at 419-382-7820



Minutes

39th Meeting Minutes

February 11, 2012

Call to Order/Adjournment/Attendance

- Secretary Phil Vrzal called this meeting to order at 2:45 and adjourned it at 3:15 at Uncle John's Restaurant on Secor Road. Sixteen members and four guests were in attendance. Four Cadillacs graced the snow-covered parking lot during the meeting.

Approval of Minutes from Previous Meeting

- There were no previous minutes requiring approval.
- Changes to Meeting Dates and Times
The next NWO/CLC meeting is as follows. We will continue the "winter" schedule for meeting on the second Saturday of the month. The next meeting is March 10 at 2:30 at Uncle John's Restaurant (rear room) on Secor Road, North of Central Avenue. There will be no April meeting, since the club trip to the GM Heritage Collection is that month.

Open Issues / Old Business

- Duke Gercke read the Treasurer's report. The account balance was \$1,074.78 on December 31, 2011. Income included memberships—\$75.00 and auction income from the January meeting—\$81.00. Expenses for the February newsletter were \$89.33. The account balance was \$1,141.45 on February 11, 2012.
- Membership Chair Steve Kasprzak reported no new activity. A full report is due at the March meeting.
- An updated 2012 Directory will be discussed and is due for publication in the spring.
- The General Motors Heritage Collection tour, organized by Bill Shepherd, is scheduled for April 14 at 10:30. There will be no cost to club members. Those

interested in traveling together will depart Toledo at about 08:30 from the rallying location at the Meijer's parking lot near Alexis Road and Exit 210.

- Discussions re the NWO/CLC "group" project to restore a working '49 Cadillac chassis/power train are complete with the CLC Museum & Research Center representative Paul Ayres. The agreement will include a provision that this display item be offered as a long-term loan (or similar wording) to the Museum, with ownership retained by NWO/CLC. The display item would be returned to NWO/CLC before disposal or extended storage.
- George Louthan will provide an update at the March meeting on any activity associated with the second All Vintage Car Show in Toledo. The 2012 date for this charity event should not be in conflict the Woodward Dream Cruise as in 2011. It tentatively will be held again on the grounds of the Margaret Hunt Senior Center and Area Office on Aging at Arlington & South Detroit Avenue.

New Business

- None
- Auction items provided by George Louthan were received with rounds of enthusiastic bidding. Duke Gercke maximized both the fun and additional income for the club.
- Phil Vrzal presented a timely PowerPoint update on the status of alternative fuels in the U.S., including the reported pros and cons of real world testing.

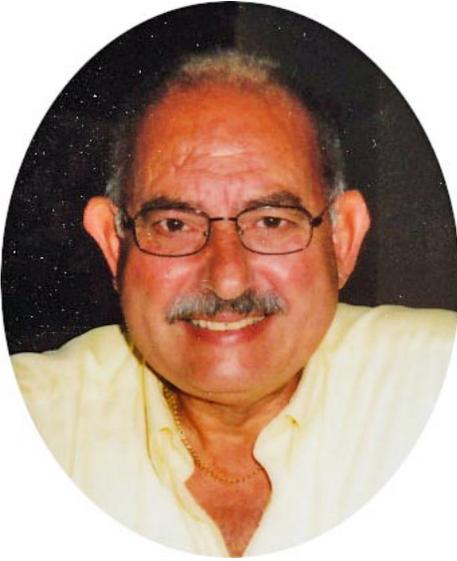
Minutes respectfully submitted by Phil Vrzal.

Treasurer's Report by Duke Gercke

Balance on December 31, 2011	\$1074.78
Memberships.....	\$75.00
Auction at January meeting.....	\$81.00
Newsletter, February	\$-89.33
Balance on February 11, 2012	\$1141.45

The Editor's Page: Editors are readers first

by Elden Smith



MOST EDITORS—from those responsible for simple newsletters to those whose names attach to world-famous publications—are voracious readers. Years ago, I learned that to write insightfully one must read widely.

Sometimes biases prevent objectivity in the editorial product, and sometimes readers have caught my biases showing. I have learned to take many notes while reading in order to quote accurately and give adequate credit.

There is a problem with that. I subscribe to a number of collector car magazines. If I do not read magazines and journals in hard copy, I see them on my computer screen. With the wealth of information at hand and the excitement it generates, I sometimes become a sloppy note-taker. Certain topics in this issue suffer from my lack of adequate attention. What follows represents one of those lapses.

The 1941 Cadillac signals a philosophical change at GM and Cadillac.

One writer, whose name and publication I cannot retrieve, asserted that 1941 Cadillacs reflect a shift in philosophy at GM and Cadillac. The 1940s differ significantly in styling and engineering from previous years. For the first time since 1926, all Cadillac products used the same engine—the 90° L-head V-8, 346 cubic inches. In 1941, Cadillac replaced LaSalle in its price structure by designating it as the Series 61. It had an entry price of \$1,345 for the five-passenger coupe.

The unknown writer's opinion is that in 1941 and later, Cadillac became more a driver's car and less a chauffeur's car. With the introduction of synchromesh manual transmission on the steering column or the optional (\$125) Hydramatic Drive, driving became a friendlier experience, not requiring a skilled professional driver. A casual look at pictures of 1941 models makes me want to agree with the opinion speculating on a philosophical change.

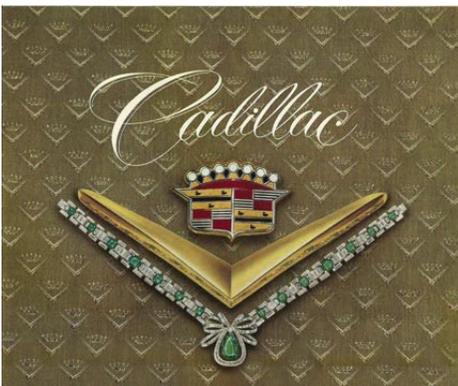
I have three favorites from 1941: the Series 61 fastback club coupe (sometimes known unofficially as the "sedanette"), the Series 62 coupe, and the Series 60 Special.

If anyone saw that article, please let me know the source. I would like to read it again and give full credit in the future.

Federal fuel economy standards of 2016 might bring another downsizing.

There are too many sources to cite any one of them regarding the effects of future economy standards. Much of what I write here bears the influence of the *New York Times*, the *Wall Street Journal*, and Wikipedia.com.

Corporate Average Fuel Economy regulations (CAFE), first enacted by Congress in 1975, intended to increase the fuel economy of cars and trucks built in the US. It was to reflect the average miles per gallon of a manufacturer's entire fleet. Though the specifics have changed over the past 36 years, the purpose and the math remain recognizable as relating to the



1953 Cadillac sales brochures scanned by Hans Tore Tangerud of Kristiansand, Norway.



1975 action. During model years 2017–2025, the anticipated average will rise to a high of 54.5 mpg from the current standard of 27.5 mpg. As before, fuel economy is an average for an entire fleet, so that [for example] “a fuel-sipping Chevy Volt will offset the thirstier Corvette.” (*Car and Driver*)

Undoubtedly this will mean smaller and more efficient engines and lighter bodies to satisfy the revised standards. Carmakers who produce “many high performance vehicles without a portfolio of electric or hybrid vehicles would have a tough time meeting the standard.” (WSJ) In January of this year, the National Automobile Dealers Association (NADA) took a stand against this action on fuel economy.

My first response is: here we go again!

I learned to love most of the downsized cars I have owned since my first one in 1974, but sometimes it was a challenge. From the perspective of graceful beauty, comfort, and (needless to say) collectibility, I dread the future pint-size and yearn for the bigger models.

To assuage the expected pain of another downsize, I turned to an article from the December 2010, Issue 75, *Hemmings Classic Car*. It features “nine future Cadillac collectibles.” Here is the Hemmings list. It might serve as a worthy advisor to those who are about to shop for an addition to the “stable.” While not high on the current collector’s desirable list, Hemmings believes that these might mean something to future generations.

- 1975–1979 Seville
- Special bodies (Hearses and ambulances)
- 1982–1985 Eldorado Touring Coupe
- 1984–1985 Eldorado convertible
- 1987–1993 Allanté
- 1994–1996 Fleetwood
- 2000–present Escalade
- 2004–present CTS/CTS-V
- 2004–2009 XLR/XLR-V

Perhaps this is a good list to clip before cruising the used car lots.

Spring arrives this month.

The time-honored description about March says, “In like a lion, out like a lamb.” *The Farmers’ Almanac 2012* offers the following.

- March 1–3: Fair; moderating temperatures.
- March 4–7: Thunderstorms rapidly roll east through Wisconsin, Michigan, then clearing.
- March 8–11: Fair, then unsettled, especially Great Lakes.
- March 12–15: Fair, windy.
- March 16–19: Showers, heavy thunderstorms, particularly over Great Lakes, then colder.
- March 20–23: Cold, with snow/flurries for Great Lakes. Changeable elsewhere.

I guess this warns us not to rush the season by bringing out our cars too soon.

Think green for spring!



Above:
Dave Hindall's 1965 DeVille Convertible

Below Crest and V:
Don Cleveland's 1949 Fleetwood 60 S



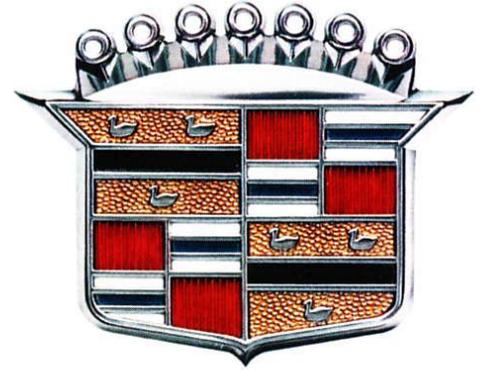
Cadillac colors for 2012 reflect popular trends—no green tones for now

by Elden Smith

FROM THE CADILLAC WEBSITE (CADILLAC.COM), I learned that Cadillac offers four standard colors and four premium colors in 2012. There is no additional charge when choosing one of the standard colors, but the premium colors are a \$995 option.

The standard colors are
Mocha Steel Metallic,
Opulent Blue Metallic,
Radiant Silver Metallic,
Black Raven.

The premium colors are
White Diamond Tricoat,
Crystal Red Tintcoat,
Thunder Grey Chromaflair Pigment,
Black Diamond Tricoat.



From Colorcombos.com, we learn that some traditions remain the same.

Silver, the universally popular color, still holds first place globally. While black and grey are the top two favorites in Western Europe, Russia overwhelmingly prefers silver and India loves white, white pearl and silver.

Here in the United States, 20% of new car sales were white last year, 17% black and silver, 13% blue, and 12% grey. Black is gaining in popularity, as are purple and orange, although for different reasons.

Emerging markets also have their favorites that will influence American manufacturers. In China, for example, pink or fuchsia is the color of choice.

Wheels also attract my attention.

This year Cadillac offers three wheel choices for the CTS. The standard (\$0 extra) wheel is a 19-inch painted aluminum wheel. Two upgrades appear on the Cadillac.com website. They are 19-inch high-polished aluminum wheels and 19-inch satin graphite wheels. Both upgrades cost \$800.

I learned from sad experience that Northwest Ohio and Southeast Michigan are not good climates for chrome-plated wheels. The extremes of heat and cold plus ice treatments in winter cause the plating to delaminate when cars age. The long-range effect sometimes causes excessive tire wear when the chrome plating makes a good seal impossible.

Hans Tore Tangerud of Kristiansand, Norway, offers beautiful views of auto brochures that he has scanned. Visit this large collection at <http://www.lov2xlr8.no/broch1.html>.
The 1948 Series 61 below is part of his collection.

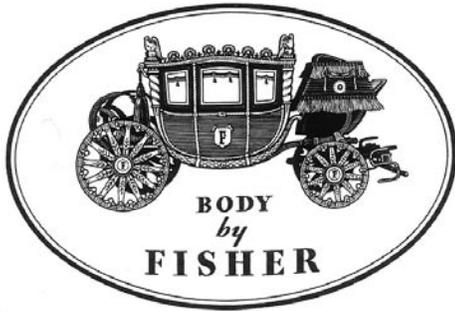


Below: 1948 Series 61 Club Coupe (Sedanette) wearing Cypress Green.

Hobbyist's Corner: Chevrolet a vital part of the GM family

submitted by Phil Compton via the Internet

THE CHEVROLET STORY BEGAN IN MARCH OF 1911, in a small shop in Grand River Avenue in Detroit. There, a small group of men worked to assemble a five-passenger touring car named the classic six. The car's engine was designed by Louis Chevrolet, a famed racecar driver of that era. These men were under the direction of William Durant, the financial genius who organized General Motors in 1908.



The Chevrolet Motor Company was incorporated on November 3, 1911. Durant leased a building on Detroit's West Grand Boulevard for the assembly of the new vehicles and 2,999 Chevrolets were produced during the first full year of operation. Durant chose the name Chevrolet because he liked the romance and ring of its foreign French origin. Also at that time, racecar drivers like Louis Chevrolet were seen by the public as heroes, and naming a new line of automobiles after one couldn't hurt.



Durant was also responsible for the Chevrolet bow tie logo. In 1908 while visiting France, he was drawn to the design on the wallpaper of his room. He liked the bow tie pattern so much that he cut out a sample of the wallpaper from the wall and brought it home to Michigan to show friends. He thought it would make a great logo for a car, and history has proven him correct. The Chevrolet logo is one of the most recognized logos not only in the United States but throughout the entire world!



In 1914, Chevrolet introduced a valve in head engine—an innovation that remains the basic principle of all automobile engines today. Also in 1914, additional assembly plants were opened and the sales team was expanded. In 1915, electric lights became standard equipment. Chevrolet launched its bid into the low-priced class with the 1916 introduction of the "490" so named because of the \$490 price. Production in 1916 was 70,000 units and the following year topped a whopping 125,000 cars. It was also in 1917 that Chevrolet introduced its first V8 engine. In 1918, Chevrolet officially became part of the General Motors Corporation and a new era of expansion began.

By 1924, Chevrolet had 6 assembly plants and 16 regional sales offices. The 1925 Chevrolet had a one-piece windshield with an automatic wiper on the enclosed models. It also featured a single plate clutch, 11-inch brakes, and a new banjo-type rear axle. Sales in 1925 topped 500,000 units and Henry Ford, who now knew he had some serious competition, was getting nervous. History was made in 1927 when Chevrolet sales topped one million—outselling Ford. The Chevrolet Division was moving fast, much to the delight of its parent company General Motors. Chevrolet refused to get comfortable with the "good enough thought," and in 1928, a new 6-cylinder engine was designed. In 1929, Chevrolets could be purchased in several colors. Neither feature was available on the Ford.

In 1934, Chevrolet introduced the "Knee-Action" suspension and the "Blue-Flame" combustion chamber in its 6-cylinder engine. In 1941, Chevrolet

Top and bottom above are two artist renderings of the Fisher Body logo. Center is a model of the logo in the Taylor Cadillac showroom.

eliminated running boards. Production that year reached 1.3 million units. Chevrolet ceased all passenger car production on January 30, 1942, and from that date until October 3, 1945, Chevrolet plants built anti-aircraft guns, shells, aircraft engines, and tanks to support the war effort. Following the war Chevrolet expanded production to meet the post-war boom.

In 1950, Chevrolet introduced the American public to the Bel Air hardtop and Powerglide transmission. Domestic production now topped 2 million units and all was well for Chevrolet and the buying public. In 1953, the Corvette was introduced at the Motorama and Chevrolet was soaring on the clouds of success. Two years later, with the introduction of the 265-ci small block engine and the smartly styled 1955 Chevrolets, Chevrolet established sales records in automotive history two years later with the 1957 Chevrolet and won the hard-earned hearts of the American people. In 1961 the designation SS (Super Sport) was introduced and the rest is history, Chevrolet was Americana!



Hobbyist's Corner: The car radio not always part of motoring
submitted by Alan Haas via the Internet

How car radios came to be...

RADIOS ARE SO MUCH A PART OF THE DRIVING EXPERIENCE, IT SEEMS LIKE CARS HAVE ALWAYS HAD THEM. BUT THEY DIDN'T. HERE'S THE STORY.

Sundown

In 1929 two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios—Lear had served as a radio operator in the U. S. Navy during World War I—and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

Signing on

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

**CROSLEY ROAMIO
AUTOMOBILE RADIO**

A new and powerful 6-tube Superheterodyne receiver incorporating Class "B" amplification and the new Crosley Synchronode Power Unit that eliminates "B" batteries. Easily and quickly installed in any make of car. Nothing "extra" to buy. **Costs only \$49.95, installed.**

Western price slightly higher

Dealers and Agents Wanted!

The Crosley Radio Corporation
POWEL CROSLEY, Jr., Pres. CINCINNATI

Vintage advertising sought to induce owners who bought cars without radios into adding one at low prices.

Hobbyist's Corner: The car radio not always part of motoring (conclusion)

submitted by Alan Haas via the Internet

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work—half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked—he got enough orders to put the radio into production.

What's in a name

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names—Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

Even with the name change, the radio still had problems. When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930 it took two men several days to put in a car radio—the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

Hit the road

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression. Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin

struck a deal with B. F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.) In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first handheld two-way radio—the Handie-Talkie—for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the second-largest cell phone manufacturer in the world. And it all started with the car radio.

Whatever happened to...

The men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

A couple of our members' cars



Above, we see Don Cleveland's 1949 Fleetwood 60 Special. Its fins have appeared in many other issues of this newsletter. Finally, its "face" shows up here. The Crest and V from Don's car are on page 5.

Below is Alan Haas's 1965 Eldorado Convertible. Although it is not green in an edition that tries to feature primarily green cars, keep an eye out for Alan in the car as the weather turns nice. Alan and Vicki have moved to their new home in Sylvania.



Concours d'Elegance To Feature "Jet-Age Station Wagons" received via the Internet

The Concours d'Elegance of America is pleased to announce that "Jet-Age Station Wagons" will be a featured class for the 2012 Concours d'Elegance of America at St. John's (Plymouth, Michigan).

This special class will feature some of the most beautiful, most interesting and rarely seen American station wagons from the late 1950s and early 1960s. "In the world of collector cars, nothing's hotter than the glamorous wagons of the 'Mad Men' era," says Terry Boyce, noted automotive historian and St. John's Concours judge. "These finned, tri-toned wagons celebrate an era of flamboyant design and American optimism."

Confirmed entries in the class include:

- 1959 Cadillac Broadmoor Skyview. One of only six made, this custom-built Cadillac has an incredible 156-inch wheelbase and features a large plexi-glass observation panel in the roof. The Skyviews were specially created for the Broadmoor Hotel in Colorado. The Concours will be the first public showing of this car since receiving a complete restoration. This "over the top" '59 Caddy is a remarkable example of "Jet-Age" flamboyance.
- 1961 Chrysler New Yorker Town & Country. For the early-Sixties country club set, few cars offered the prestige of a Town & Country wagon. The design was strictly space age, with pillarless four-door hardtop styling, towering tail fins, and canted quad headlamps. Our featured car, one of just 760 nine-passenger versions built, was specially ordered by the producer of the Milton Berle television show. Unusual options include dual air conditioning, swivel seats, and a 413-cid V8 with cross-ram induction.
- 1958 Packard. In the final season for the distinguished Packard marque, only 159 wagons were built, making this one of the rarest automobiles of the decade. Most enthusiasts have never seen an example of these unusual Studebaker-based Packard wagons.
- 1959 Mercury Colony Park. The Colony Park was the most expensive, most luxurious wagon built by the Ford Motor Company in 1959. Featuring "four-door hardtop" styling, "jet-pod" sculpturing, simulated wood paneling and one of the largest wraparound windshields ever, the '59 Colony Park was an eye-catching machine from the moment of its debut. The just-restored example making its debut at St. John's features a huge 430-cubic-inch V8 and a full roster of options, including factory air conditioning.

• 1959 Buick LeSabre. Few cars shout "Jet-Age" like the delta-winged 1959 Buick. Our featured LeSabre wagon, freshly restored and heavily optioned, is one of the world's finest examples of this uncommon Buick.

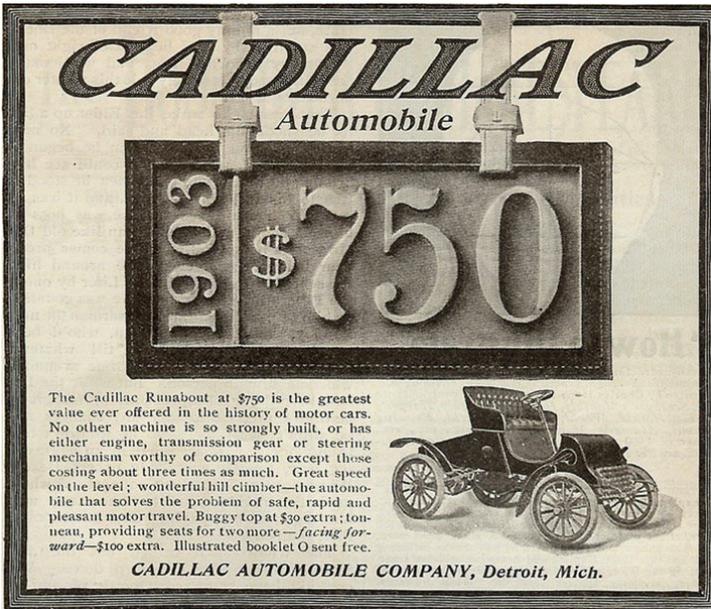
• 1960 Dodge Polara. With its wild fins, hardtop styling and "Jet-Age" interior, the '60 Polara wagon is a superb example of Virgil Exner's "Forward Look" styling. Only 1,768 nine-passenger Polara wagons were built for 1960, and the California survivor coming to St. John's is believed to be the sole remaining example in the United States.

• 1958 Rambler Ambassador Custom Hardtop Cross Country. In the late Fifties, Rambler found success with economical compact cars and station wagons that contrasted sharply with the "longer, lower, wider" styling of Big Three designs. The only Rambler model aimed at the traditional "full-size" market segment was the top-of-the-line Ambassador V8 and sales were not encouraging. The large, luxurious, and expensive Custom Hardtop Cross Country wagon had one of the lowest production numbers of any AMC vehicle: Only 294 were built. It is believed that only two of these have survived, of which our St. John's entrant is the only running example!

• 1957 Oldsmobile Super 88 Fiesta. This was the first Olds wagon offered since 1950 and it arrived in style. Exclusive when new and highly coveted today, the pillarless design with 'sparkling chrome roof ribs' and dipped beltline make this one of the most beautiful wagons of the Jet-Age. Equally striking is the interior design, with its lush leather and jewel-like chrome details.

• 1957 Chevrolet Bel Air Nomad. Perhaps the most iconic version of America's most iconic car, the Nomad has a timeless appeal. For our tribute to Jet-Age wagons, we are proud to present one of the world's finest and most awarded examples, resplendent in its eye-catching Sierra Gold and Adobe Beige two-tone.

**Save the date
Sunday, July 29, 2012
The Inn at St. John's
44045 Five Mile Road
Plymouth, MI 48170
10:00 to 4:00**



Cadillac advertising 1903 (left) and 1943 (right)
 These, too, are part of the scan collection of
 Hans Tore Tangerud of Kristiansand, Norway,



Advance notice—please plan ahead—directions to follow in future issues



George enjoying lunch at the 2011 picnic

Announcing
 The 3rd Annual Cadillac & LaSalle Club
 Northwest Ohio Region
 Picnic and Classic Car Event

Saturday, June 9, 2012
 12:00–4:00

Brought to you by CLC member Bill Shepherd and his family.
 Please RSVP by June 2 at 419-534-3055 or 419-349-5692.
 5980 Bucher Road
 Whitehouse, OH 43571
 (in Waterville Township)

Questions prior to the event? Call Bill Shepherd 419-534-3055
 Questions the day of the event? Call Andrew Shepherd 419-349-5692

Come see the Shepherd car collection featuring
 Cadillacs, Corvettes, and others.

The club will provide sandwiches and beverages.
 Bring your family in your classic car, chairs, plus a dish to pass.

We have a large amount of parking at the house.
 A Shell gas station is located around the block, about 1.5 miles away.

Upcoming Shows From the K-100 online calendar
online posting from Shores and Steele

Sunday, April 22

Indoor and outdoor car show and swap meet in Monroe MI, Monroe County Fairgrounds. Show hours are 7-3.

Saturday, May 5

Show at Heritage Church of God, 3520 Strayer Road in Maumee. Show hours are 10-2, registration runs 8:30-10:00. More details coming soon.

Sunday, May 20

Sylvania Car Show in Downtown Sylvania. Tentative show hours are 10-3. Check in will be around 8:00. Sylvania blocks off Main Street north of Monroe.

Saturday, May 26

Lincoln School on East Butler in Bryan, the Cruisin' Knights annual car show is from 10-3. Rain date is May 27. All years of cars and trucks are welcome.

Sunday, May 27

Frisch's Big Boy Car Show, 1405 South Reynolds Road, Maumee. Rain date Monday, May 28.

Sunday, May 27

Car, Truck, and Motorcycle Show at the Old Dana Test Track, Sunday of Memorial weekend from 10-6. Parade laps on 1.75 mile, banked, paved, 3-lane track at 8000 Yankee rd in Ottawa Lake, Michigan.

Watch for more announcements in future issues.



Grand National Volunteers needed

AS YOU'VE PROBABLY SEEN IN *THE SELF-STARTER*, registration has started for our 2012 Grand National.

For each event, we need a volunteer or volunteers to represent our organization as a host, to guide participants, and deal with any unexpected issues that may come up during the event.

Don't worry—you'll have full backup with a number to call for advice and direction. Each host will participate in the event free of charge.

Hosts need not be members of the Florida Suncoast Region and will be briefed on the details of the event.

For more information or to volunteer, please contact:

Len Berman

941-923-7436

lsb1946@verizon.net

David Chestnut

941-981-9932

or doubledaves@yahoo.com

Show your CLC/NWO colors—wear our logo at shows and cruises



Above:

Large CLC/NWO logo embroidered onto your jacket
\$125 plus tax: total \$133.44



Above:

Small CLC/NWO logo embroidered onto your jacket, shirt, hat, or whatever you like
\$35 plus tax: total \$37.36

Editor's note:

To order one or more of these logos or labels, e-mail me at jharry3456@bex.net or telephone me at 419-882-6258. I will need your advance payment in the form of a check.

Classified

Parts and literature

- 8 /55s, 8/58s, 4/67s, all in good, not perfect condition. No dents @ \$25 each, 81–84 Fleetwood and DeVille optional color coded fin caps, brand new in packaging, one set of four in silver accent and one set of four in yellow accent, sold in sets of four only; \$300 per set.
- Four new 79 DeVille hubcaps, \$200.00 for the set
Call George Louthan at 419-382-8411



Save These Dates Now For Club Activities!

Day, Date

March 10, Saturday
April 14, Saturday
June 9, Saturday
July or August
September 15, Saturday
October or November

Event

Membership meeting, 2:30
Crank-up Tour, 8:30 departure
NWO Region Picnic, 12:00–4:00
Vintage Car Show
Taylor Cadillac Show
Crank Down Tour TBA

Time, Place

Uncle John's Pancake House, Secor Road
GM Heritage Collection, Sterling Heights MI
5980 Bucher Road, Whitehouse
TBA
6100 West Central Avenue
TBA