



NORTHWEST OHIO REGION

Cadillac & LaSalle Club Northwest Ohio Region News

June 2016

Volume 9, Number 6

Club Activity Pages 14-18



***CLC/NWO monthly meeting
Wednesday, June 8, 7:30
Taylor Cadillac
6100 West Central Avenue
Toledo***

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CLC/NWO Region

2016–2017 Elected Officers and Board Members

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The 2017 XT5 a great crossover

by Elden Smith

THE COVER PHOTO BY JOHN NAGEL

shows one of several 2017 XT5 crossovers in the Taylor Cadillac new car area. My 6'5" frame viewed its predecessor (the SRX) as an extremely comfortable car. I feel certain that a new name badge will not alter that perception. I make some judgments about cars by climbing into their back seats and scrutinizing head and leg room. Not often do I ride in that position, but misery in the back seats of Lincoln MKZs and Buick Regals remains stuck in my mind. Survey the virtues of the car on the cover by turning to the Cadillac website. (<http://www.cadillac.com/crossovers-suvs/xt5-crossover.html>) Cadillac describes the XT5 in the following description.

“Versatility, reinvented. The XT5 crossover was crafted to help you outsmart whatever task you have at hand. Its generously sized interior is filled with advanced features to help keep you safe and connected, while the chiseled exterior lines make a striking statement. A thoroughly progressive vehicle both inside and out, the XT5 was designed to accommodate your needs, while expressing your distinctive sense of style. MSRP starting at \$38,995 (MSRP excludes tax, title, license and dealer fees. See dealer for details.)”

The Red Passion tintcoat of the cover vehicle is a \$995 option. Standard and optional features include:

- Second-row 40/20/40 reclining and sliding rear seats with remote fold down,
- Rear Camera Mirror,
- Apple CarPlay™ and Android Auto™ compatible.



Save these dates!

**CLC/NWO Annual Picnic
June 11**

**All Vintage Car, Sports Car, Truck Show
June 18**

**(See pages 15–16 for details
about these events.)**

President's Message
by William Shepherd

ONCE AGAIN, THE TREASURER AND I went to the spring Auctions America Auburn auction. And once again, the AACA had a show going on at the event.

The auction had a number of gems, including both a '57 and a '58 Eldorado Brougham. The auction estimate of each was reasonable. As the Barrett-Jackson mindset of customized old cars being the hottest thing going takes hold in the collector car community, the price of original and correctly restored to original cars continues to fall. The investors may have lost interest in original cars, making them affordable once again. The hobby might become more rather than less fun for the average old car fan.

The AACA is a fine organization, but I never joined because it seemed too broad based for my liking. Particularly when I first got into the old car hobby with limousines as my initial acquisitions, I felt that my cars would get lost in the shuffle of so many different makes, models, and years, plus the expertise I sought specifically for my vehicles might not exist there. But I must admit they do put on an excellent car show with something for everyone. I was able to talk to a father-son team, each of which had a car similar to my first new car purchase from back in 1974. There was also a good assortment of Cadillacs through the years, plus comparable models from the other GM brands.

As I write this, the Cruise to the Kruse Museums is rapidly approaching. As you read this, I hope you were able to join in. The cool spring days seem to have given way to more enjoyable temperatures with less precipitation, and the cost of this event certainly is modest.

I also hope the annual club picnic on Saturday, June 11 is on your agenda. We also expect to have the club polo shirts available for your purchase at that event. The shirts are light stone in color and will be available in sizes small through extra-large for \$25, and 2X-3X for \$30. Our thanks go to Alan and Vicki Haas for an excellent job on this.

Speaking of excellent, our award-winning newsletter is award winning once again as it has earned another Golden Quill award. Newsletter editor Elden Smith does a superb job, and I am happy to be able to contribute to such a fine literary work. Some of that greatness can rub off on you too—all you need to do is generate an article suitable for the newsletter, and Elden will help to ensure that your article is award winning. We are lucky to have Elden in the editor's chair. As Baby Boomers become the main stays of the old car hobby, it is also valuable to have an older voice who can provide first hand experience about cars from the '40s and prior. We Boomers can talk at length about classics from the '50s and '60s, but not so much about those cars that came before.

Preparations continue for the Inter-regional event. Many things are starting to fall into place. I will have an update for you at our next meeting that will be at the Taylor dealership on Wednesday, June 8 at 7:30.

I'll see you on the Cadillac road.



*Bill's 1967 Fleetwood Limousine
at the 2014 Taylor Show*



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Club Activity Pages 14-18

*I know where they are hiding! **

by Elden Smith



I GREW UP IN THE 1940S AND 1950S. As a toddler at the outbreak of WWII, I understood next to nothing of the daily news that so upset my parents. Younger uncles and older cousins from both sides of my family served in the armed forces from 1942 until the conclusion of the war.

Prewar cars dominated the scene during my childhood—at least until about 1949. Cars from the 1930s (some from the late 1920s) were common sights. In my memory, luxury cars in west central Ohio were seldom Cadillacs, but I recall a few Packards. Buicks were more common for a few affluent buyers. I rarely saw one, but I do recall that the Buick Limited Series 90 was

something to behold! Of the eighteen residences on the one-block area around my childhood home, only one household could lay claim to a car from the 1940s—a 1941 Chevrolet—and its owner was the Chevy dealer!

During the 1930s, only prudent folks who had saved for a car managed to buy a new one. Many car buyers, out of necessity, resorted to used vehicles. In the vernacular of the times, the “second-hand rattle-traps” might have been the rule rather than the exception. If available, they were usually relatively cheap—often just a few hundred dollars or less—and often already ten years old.

One may learn the history of installment auto buying, the beginning of GMAC, and its successor Ally Bank at <https://www.ally.com/about/history/>. Ally offers some additional paragraphs that help readers understand the “hard times” of the 1930s. Details continuing to the present day follow at the link above. Here are two samples of Ally history from their website.

“Helping auto dealers be successful”

“The invention of the assembly line changed the way the auto industry did business. To keep factories running smoothly, manufacturers needed auto dealers to buy vehicles in large quantities. In 1919, we opened our doors as GMAC, a division of GM, to help dealers finance and maintain their inventory and keep up with consumer demand.”

“Making auto financing more accessible”

“In the early 1920s, people looking to buy a car or truck had to pay cash or secure their own financing from banks that didn’t typically issue loans for automobiles. We made it convenient for customers to get financing right at the dealership. During the Great Depression, car manufactures began segmenting vehicles by cost, from low-price to luxury



Office of Price Administration
Tokens
COMPLETE
IMAGE RESOURCE
& CHECKLIST
Wayne A. Cekola II

*I know where they are hiding! * (continued)*

models. We introduced this pricing concept to the public with our slogan ‘A car for every purse and purpose.’”

Peter Ferrara, a contributor in *Forbes/Opinion* on November 30, 2013, hit the nail squarely on the head in my opinion. He offered the following insight that I believe is a timeless piece of Twentieth Century American history. Here is what Mr. Ferrara offered to *Forbes Magazine* readers.

“The Great Depression beginning in October 1929 did not end until after World War II.

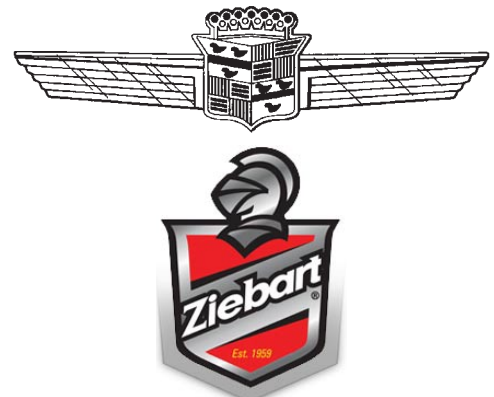
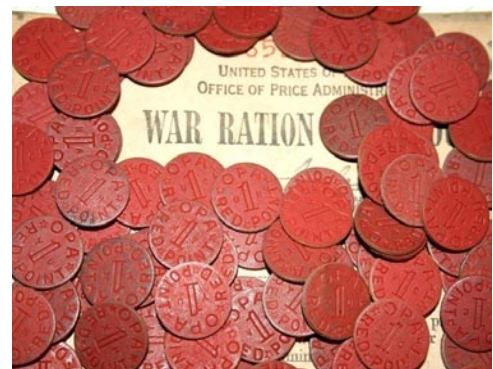
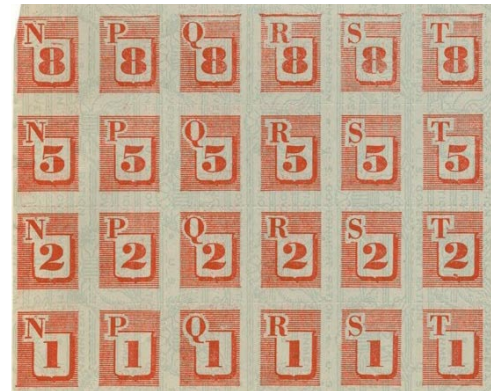
“A common fallacy is that the Great Depression ... ended by the explosive spending of World War II. But World War II actually institutionalized the sharp decline in the standard of living caused by the Depression. The Depression ... actually ended, and prosperity restored by the sharp reductions in spending, taxes, and regulation at the end of World War II...”

Interested readers may pursue the following link to view the complete (and lengthy) article. (<http://www.forbes.com/sites/peterferrara/2013/11/30/the-great-depression-was-ended-by-the-end-of-world-war-ii-not-the-start-of-it/#540b3b0d61cb>) I do not often read nor do I always agree with the *Forbes* publication, but that contributed article truly spoke to me.

Living through the last days of the Great Depression in the 1940s provides me many memories. Here are just a few. If there are any readers, probably also in their late seventies, who remember such things, I ask that they send their recollections to the Editor’s Inbox.

- I recall rationing—red tokens, blue tokens, stamps. The April 2015 newsletter, Volume 8, Number 4, pages 4–5 provided an extensive list of rationed items. For me, the worst dietary sacrifice came from having to eat my oatmeal with Karo rather than sugar. I remember the OPA (during WWII) and the OPS (during the Korean War).
- It seemed like nearly everyone was poor by today’s standards.
- Well-off folks received about \$100 per week in take-home pay. My father, a school principal, felt he had really advanced when his annual salary for 36 weeks of school reached \$3,500. My mother, a teacher, received \$500 less than he. In small school districts like his, principals also taught because districts could not afford non-teaching administrators.
- Gravity-flow coal furnaces heated most homes until the late 1940s when gas forced-air furnaces became available, more popular, and reasonably priced. Watching coal trucks unload at homes interested me. A chute through a basement window was the signal to observe.

The cars of the 1930s hid in junkyards for a while. Most eventually rusted to pieces or went into the blast furnaces to become new consumer goods years later. The real story is that, usually, people drove them “into the ground.” There was no choice in the matter because replacement parts for fifteen to twenty year old cars did not exist. One could punch holes in auto bodies with bare fingers. Rustproofing by Ziebart did not begin until 1959. Wartime shortages plus austerity measures leftover from the Depression created these trials. Then, again, people tended to keep their cars longer.



*I know where they are hiding! * (continued)*

These were requirements of the time. Desiring to give evidence of genuine patriotism led families to practice conservation. In the 1940s, there was a certain pride in owning a prewar clunker, and an equal amount of pride, joy, and relief when a new 1946–1949 car replaced it. When new cars arrived on the scene, many folks sneered that post-war would never be as good as prewar cars. Many other products suffered the same judgment.

Many cars from 1930s–1940s are still around (as ghosts) in the form of recycled products and materials that form part of our daily experience. Some of them might be well into their third and fourth generations!

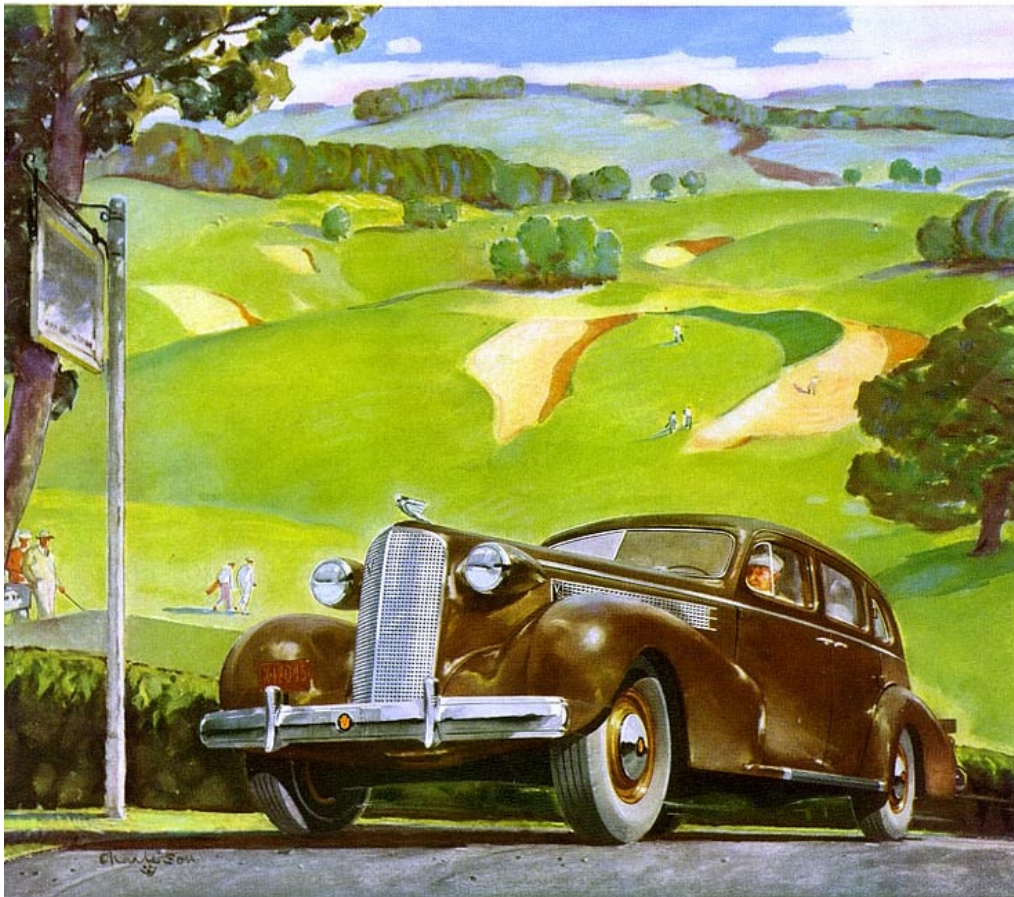
**Excerpts from Bill Shepherd's May Message that inspired this editorial.*

- "I'll bet you played hide-and-seek when you were young. I think Cadillacs from the 1930s are doing the same thing with us.
- I grew up in the '50s and '60s and I don't recall any family members or neighbors owning a car from the 1930s
- Let me know if you know where they are all hiding."

Club Activity Pages 14–18



CADILLAC leads the world
in the field above \$1500!



Model illustrated—Cadillac Series 60 5-Passenger Touring Sedan, \$1660*



Cadillac sells more cars priced above \$1500 than any other motor car manufacturer in the world.

In fact, Cadillac sells almost as many cars in this price field as all the other American manufacturers combined. This has been true for a long time—and it is increasingly true today.

Surely, here is the final proof of how America ranks its motor cars. Seven builders offer cars in this field—and the buyer can take his choice.

Cadillac is made the big favorite for an obvious reason—an unchallenged reputation for prestige, quality and performance.

Always, Cadillac has held to its standards. Not once has its name been given to a car in the lower price range.

Yet, due to advanced manufacturing practice, Cadillac has been able to lower its prices drastically. The Cadillac Series "60" costs approximately half what a Cadillac cost four years ago.

Why not ask your dealer to demonstrate this remarkable car? Learn for yourself why Cadillac leads the world in the quality field!

\$1555
AND UP

*Delivered price at Detroit, Michigan, subject to change without notice. Prices include all standard accessories. Transportation, State and Local Sales Taxes, Optional Accessories and Equipment—Extra.

Kudos

Congratulations to 2015 CLC Newsletter Excellence Award recipient

The CLC Newsletter Excellence Award presented at the Grand National went to *Caddie Chronicle*, newsletter of the Potomac Region. It is the Region's second time to receive the award. The first time was in 2005. Vince Taliano is the Editor and Regional Director.



Welcome to new CLC provisional chapter

The 1959/60 Cadillac Chapter with 22 members became a provisional chapter of the Cadillac & LaSalle Club on April 19. Their newsletter, *The Fin*, published its first issue this month.



Congratulations to 2015 Old Cars Weekly Golden Quill Awards winners

These Cadillac & LaSalle Club publications received international recognition through Old Cars Weekly magazine.

National Luxury

The Self-Starter

CLC

Steve Stewart, editor

Regions/Chapters Full Size

Finz

CLC New Zealand

Ron Melville, editor

LaCad

CLC Australia

Terry and Robyn Griffin, editors

Regions/Chapters Compact

CLC/NWO Region News

CLC/NW Ohio Region

Elden Smith, editor

The Stacked Headlamp Standard

CLC/Vertical Headlamp Chapter

Jeff Shively, editor

Regions/Chapters Sub-Compact

Caddy Chatter

CLC/North Jersey Region

Tony Albarella, editor

The Herald

CLC/Northstar Region

Tony Karsnia, editor

The Voice

CLC/Iowa Crossroads Region

Steve Fox, Editor

Honorable Mention

Caddy Corner

CLC/Raritan River Region

Ray Koziol, editor

The Dagmar

CLC/Rocky Mountain Region

Wayne Shmitka, editor

The Enlightener

CLC/Badger Region

Dan Cress, editor

Newsletter

CLC/ Las Vegas Region

Carolyn Weaver, editor

The Standard

CLC/Motor City Region

Kevin Luedtke, editor

Standard of the World

CLC/North Texas Region

Bill Levy, editor

The Winged Goddess

CLC/1941 Chapter

Jeff Shively, editor



***The 2015 Golden Quill Award
is the fifth received
by our NW Ohio newsletter.***

Activities Report

by George Louthan, Vice-president, Activities Director



ALTHOUGH IT'S NICE TO BE BACK IN THE ROUTINE of things after fourteen days of R & R, I must admit we miss the sound of waves crashing on the beach. With this absence, I have been void of club activities and am just catching up on things. Elden's new format of collecting all activity items in one location in the newsletter is a welcome change—it does take away from some of my print. My job now is commentary on events past and future.

Club Activity Pages 14–18

We were able to join Andrew Shepherd's Cruise to Kruse event in Auburn, Indiana on May 21 and had an enjoyable time. The participation was weak but all enjoyed it. Five Cadillacs went in the cruise and incidentally four were red in color with Phil Compton's gray '71 convertible the odd man out.



The Kruse Automotive and Carriage collection was different and unique. The Kruse World War II Museum was interesting as I have always been interested in this world event.

The Early Ford V-8 Museum was most interesting as they had a person on board who was very informative, interesting, and willing to talk about Ford history and facts.

The Great Lakes Inter-regional is coming up faster than you think. July 29–31. Get your registrations in early so we know who you are. See pages 17–18.

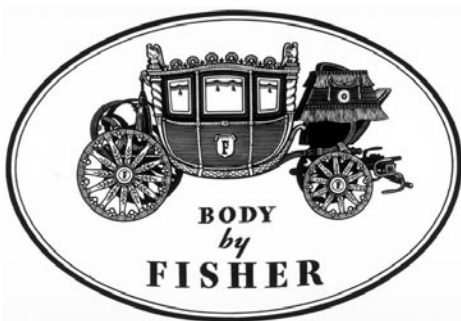
The Toledo All Vintage Show is coming on June 18. No pre-registration is required this year. Come and join the fun. See page 15.

Trivia—by George!

MANY QUALITY COACH AND WAGON BUILDERS of the 1800s turned to building car bodies for car manufactures after 1900. (Examples as in Fleetwood, Braun, Murphy etc.) One of those coachbuilders continued the company name and evolved into an auto manufacturer of the same name. Can you name this car manufactured through the 1960s?

<http://www.cruisinzeake.com/index.html>

<http://www.k100country.com/2012/12/11/garys-cruise-cruise-ins/>



Minutes of May 4 meeting

THE MEETING WAS CALLED TO ORDER at 7:30 by President William Shepherd.

Fourteen participants total attended the meeting in the Taylor Cadillac showroom. Three Cadillacs were driven to this meeting.

George Louthan's article in the May *The Self Starter* was recognized. Our Northwest Ohio Region continues to get recognition and favorable coverage by the National CLC. Articles by members are one sure way to continue to keep our Region in the spotlight.

George Louthan and William Shepherd met to discuss cost structure and sources for various items needed for the Inter-regional event. William Shepherd will meet with Alan and Vicki Haas in the upcoming week to discuss club shirts and awards for the Inter-regional. William Shepherd requested and received from Elden Smith the artwork for the CLC/NWO logo.

Manpower needs for the Inter-regional were discussed by the membership present.

Treasurer Andrew Shepherd gave the Treasurer's report. Registrations for the Inter-regional continue to come in, which helps our bottom line.

Andrew Shepherd gave the Activities report for the vacationing George Louthan. Upcoming events include the Cruise to Kruse Museums on Saturday May 21, the annual CLC/NWO picnic on Saturday June 11, and the Vintage Show on Saturday, June 18. Additional events throughout the summer and fall were also discussed.

Membership Chair Bob Stahl reported no additions or deletions to the membership.

The CLC Museum Representative, Alan Haas, reported the following: The Cadillac Hydramatic sign has been installed at the Museum. A reader describing LaSalles, a second reader describing Cadillac's contribution to the Arsenal of Democracy (World War II), and a third reader describing the Evolution of the V-16 Engine have been installed at the Museum to provide information to visitors. The assembly of the V-12 convertible coupe obtained from Ted Raines is in process. The Gilmore Museum's 1933 V-16 Aero Coupe has been replaced by their 1931 V-16 convertible coupe. A 1914 Cadillac may end up being on loan to the Museum. The owner who made the offer died before the transaction was completed, and it is not known if the estate will move forward

with the loan. The Museum has been offered a 1928 Chickering baby grand player piano. The Museum Board is discussing the utility and appropriateness of this item. The Museum mortgage should be paid off before the Fall Festival with a mortgage-burning event planned for the Fall Festival.

Newsletter Editor Elden Smith reported that the short month of February results in earlier deadlines. He requests that all submissions for the newsletter be in hand by Monday, May 23. Elden also described a philanthropic offer by Steve Taylor to cover the cost of the newsletter publication. The membership enthusiastically accepted the offer.

Some members had attended the Grand National in Las Vegas. Sue Pash gave the members present a printed summary of the CLC Board meeting at Grand National. Ed Pash described his newly obtained World War II era Cadillac motor for amphibious applications.

Secretary Phil Compton was not in attendance.

The meeting adjourned at 8:26.

Respectfully submitted,
William Shepherd

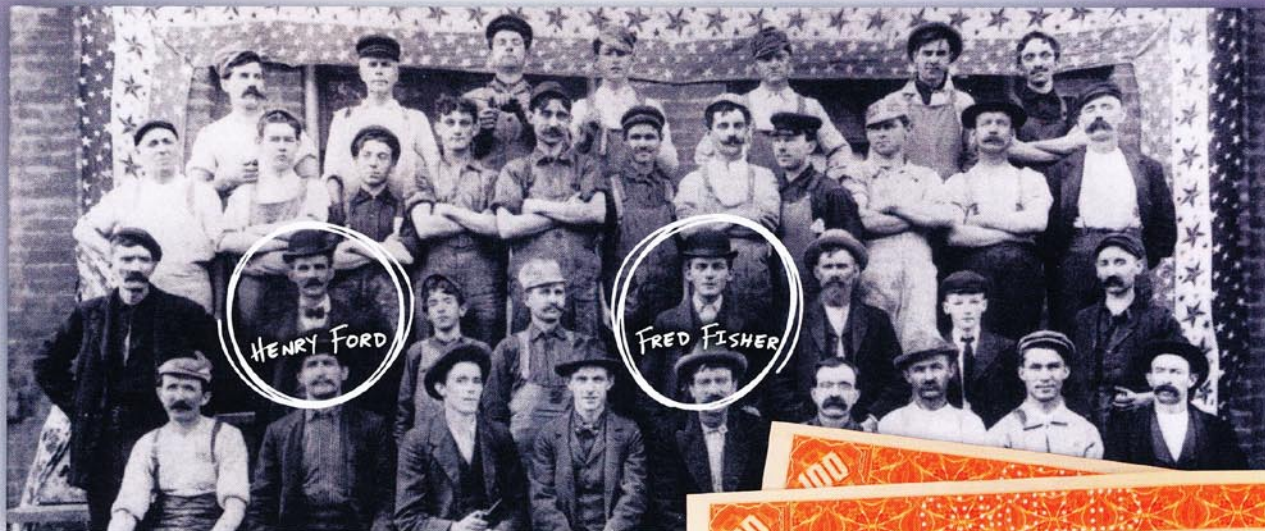


Treasurer's Report ***by Andrew Shepherd***

Beginning balance April 9	\$2,307.66
Newsletter expense	(\$41.74)
Deposit inter-regional.....	\$371.00
Ending balance May 4	\$2,636.92

Cadillac

Wilson Body Company 1900



DETROIT, MICH., Sept. 16, 1965 — How much would one be worth if he had purchased \$200 worth of the early Fisher Body Company stock?

Quite a bit, according to a story told here recently by one of the two surviving Fisher brothers.

William A. Fisher recently related that one of the company's early employees, believed to have been the chief engineer for open body designed cars, had originally purchased \$200 worth of Fisher stock back in the "teens."

Not long ago, the employee, now 89 years old, called Mr. Fisher's brother, Edward F. Fisher, and said he would like to see him.

Edward Fisher, a member of the board of directors of National Bank of Detroit, agreed to see him prior to a board meeting. The man arrived carrying an old black leather bag "somewhat worse from wear."

Edward Fisher took him into one of the bank offices and the visitor proceeded to take some GM stock from the suitcase.

According to Mr. Fisher, the retired employee had always been a frugal man, was living somewhere near Detroit in a modest home with a Jersey cow or two and a few chickens- and no living heirs. He had the stock stashed away in his home.

When it was added up, there were 176,000 shares of General Motors stock.

On that day, it was worth \$18,000,000.

Any member of the Cadillac & LaSalle Club who test drives or requests a quotation on a new Cadillac at Taylor Cadillac will receive a complimentary DVD copy of the Emmy Award nominated documentary, Body by Fisher.



TAYLOR



a family company

Museum Benefactor of the Cadillac & LaSalle Club Museum & Research Center

6100 W. Central Ave. - Toledo Ohio 43615

1-888 370-7015 - www.TaylorCadillac.com

For more information contact: Nick Marconi Email: n.marconi@taylorauto.com

The Editor's Inbox

"What year is that Eldo convertible?"

The question continues from our May issue.

From Bob Morrow (B. W.)

I.

I had not planned to comment on that 1967 Eldo convertible, but since Bill Shepherd correctly mentioned there were NO convertibles in '67, and you replied it must have been a '68, I had to mention there were no Eldo convertibles in '67-'70.

Cadillac resumed convertibles for '71-'76. The Eldo must have been a custom job, and from that angle, it is hard to tell what year it is. Only the '67 does not have sidelights in the quarter. Would have liked to have seen the car—looked good.

II. [After I sent Bob a bigger picture.]

This car should have been listed under <https://www.google.com/#q=custom+cars.com> 'cause that is what it is.

After looking at a bigger picture, I would say it is a '68 as it has the side light on the quarter, but who knows: it's a custom. Besides the fact that it has no top, if you look at the tonneau cover, they have borrowed a feature from the '63 Thunderbirds called the "Roadster Option." They have covered the back seat with a cover that has humps which go from the top of the seats (or headrests) and taper down to the top of the trunk. On the T-Birds, it was fiberglass.

I know you make every effort to print correct information, but everyone has to rely on sources. Still, it's a good-looking car. Wonder who owns it—club member?



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<http://www.cruisinzeake.com/index.html>

<http://www.k100country.com/2012/12/11/garys-cruise-cruise-ins/>

Cruising to Kruse a success

PLEASANT ROAD TRIPS are a customary part of the season for owners of classic and collector cars. May 21 was one of those pleasant days. Just over 100 miles one-way, five Cadillacs and ten Northwest Ohioans made the trip into Hoosier country.

For much of my life, I deemed Indiana to be an irritation between my Buckeye home and my Chicago destination. Then I discovered the beauty of southern Indiana autumn colors spread across hillsides near the Ohio River. Auburn is not in such a colorful setting.

The Kruse Museum, part of the Auburn auto museum conglomeration, could easily be mistaken as located in Southeast Michigan and Northwest Ohio. Wooded areas interrupt the monotony of flat farmland. FM stations in that part of the country sometimes identify themselves as located in "Michiana."

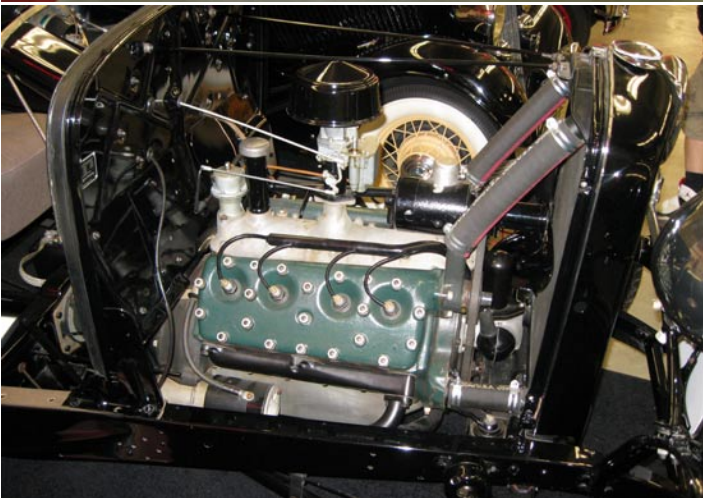
Perhaps photos (page 12) will tell the story of the exhibits in fewer words. I spotted only two Cadillacs in the museum collection. I accidentally blurred the shot of a beautiful 1950 sedan, but I did record a 4'x4'x4' cube that was once a 1959. Other pictures speak for themselves.

Though the day began as damp (mostly misty), the trip home rewarded us with sunshine and 73°. It was enough for me to drop the top on my Allanté. Unfortunately, the worrywart in me closed the top due to dark and threatening clouds near Ridgeville Corners (OH). The temperature dropped 6° in twenty minutes, but rain never developed.

Andrew Shepherd, planner of the cruise, deserves thanks from his fellow travelers. The group included Dave Macy, Tom and Nancy Tapp, George and Mary Ann Louthan, Andrew Shepherd, William Shepherd, LaDonna and Philip Compton at the museum entrance.



Cruising to Kruse pictures



The reference desk

Readers sometimes request information about automotive topics. This list might answer some questions.

Online

Facebook provides car enthusiasts a number of “pages” that might be of interest to readers. These are available to online recipients and readers of our newsletter. Those who receive this newsletter in hardcopy form will not be able to access the information, as entertaining as it might be.

- <https://www.facebook.com/Vintage-Automobile-Dealerships-and-Automobilia-280823595287791/?fref=ts>
- <https://www.facebook.com/AmericanLandYachtSociety/?fref=ts>
- <https://www.facebook.com/ClassicCarRestorationClub/?fref=nf>
- <https://www.facebook.com/CollectibleAutomobile/?fref=ts>
- <https://www.facebook.com/The-Cadillac-Eldorado-Page-366166523584642/?fref=nf>
- <https://www.facebook.com/collectorsector/?fref=nf>

The following websites are not part of Facebook.

- <http://www.american torque.com/>
- <http://www.cnbcprime.com/jay-lenos-garage/>
- <http://theoldmotor.com/>
- <http://www.sportscardigest.com>.
- <http://www.classiccarclub.org/>.
- <http://www.hemmings.com/newsletter/>
- <http://www.historicvehicle.org/>
- <http://www.oldcarsweekly.com/>
- <http://www.cadillaccountryclub.com/>
- <http://gmauthority.com/blog/>

All of these links are free. There are no membership fees to enter.

Television resources

The Velocity Channel, available through many cable services, offers a variety of restoration and customizing programs. To view the *Velocity Channel* program achedule, follow this link: <http://www.velocity.com/schedule/>

MotorWeek is a television series produced by Maryland Public Television. Most PBS affiliates carry this program. In addition to reviewing new cars, Goss's Garage offers information on car repair.

***Feedback from readers regarding any material that
appears in our newsletter
is always welcome.***



The 7th Annual Cadillac & LaSalle Club Picnic (see page 16)

***Saturday June 11, 2016
Noon–4:00 (rain or shine)***



Summer shows & cruises

***Wednesday, June 15, 6–8 at Advanced Auto parts
1752 Holloway Road, Holland OH.
There will be door prizes, raffles, and food.***



Toledo's Sixth Annual All Vintage Car, Sports Car, and Truck Show

***Held on the grounds of The Margaret Hunt Senior Center
Arlington & South Detroit Avenue
Saturday, June 18 (see page 15 flyer)***

2016 Great Lakes Inter-regional Meet (see pages 17–18)

***Perrysburg, Ohio
July 28, 29, 30, 31***

***Driving Tour to the Florke home and cars
Saturday, August 13***



The car collection of Larry Florke and family in Defiance, Ohio.

***We will gather to travel as a caravan and depart promptly at 9:30
from Kroger in Waterville
8730 Waterville-Swanton Road***

After touring, we will enjoy lunch at the Florke residence (details will follow later)

***After seeing the Florke's Collection, we will tour two local car collectors' collections,
and then travel in caravan to a 1950's themed ice cream parlor in Archbold.***

Questions? Contact Andrew Shepherd at 419-349-5692.



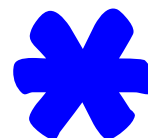
Wednesday, August 17, 6–8 at Sears Auto Center,

***3408 West Central Avenue, Toledo.
There will be door prizes and raffles.***

MDA Car Show

***Sunday September 14
9:00–2:30***

***Medical Mutual
3737 Sylvania Avenue, Toledo***

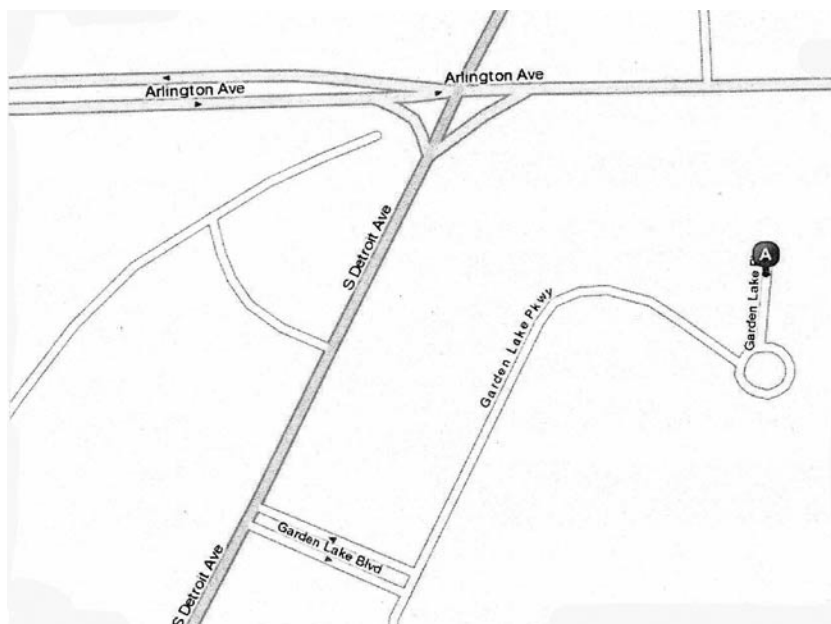


Toledo's Sixth Annual All Vintage Car, Sports Car, and Truck Show

Restored—originals—classics

Vehicles must be over 30 years of age and mostly original

Held on the grounds of
The Margaret Hunt Senior Center
at Arlington & South Detroit Avenue



Saturday, June 18

Registration 9:00 to 11:00

Show hours 10:00 to 2:00

Donation \$8.00 At The Door

50/50 RAFFLE—DOOR PRIZES—MUSIC

Great food served by the seniors—inside dining

Net proceeds benefit The Hunt Center

Trophies for Best Of Show, Distance Traveled, Oldest Vehicle

**Supported by the Cadillac/LaSalle, Buick, Pontiac, Ford Model A,
Vintage Chevrolet Clubs, and the Veteran Car Club of America**

The 7th Annual Cadillac & LaSalle Club Picnic

*Saturday June 11, 2016
Noon-4:00 (rain or shine)*

Please RSVP by June 10 to 419-349-5692.

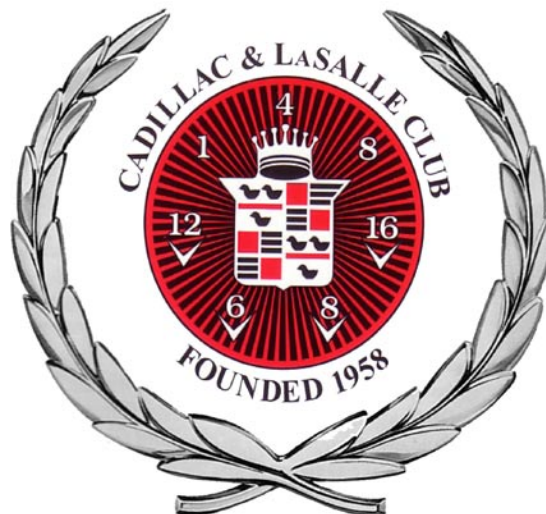
**8310 Garden Rd.
Maumee, OH 43537
(in Springfield Township)**

Questions about the event?
Contact Andrew Shepherd's cell at 419-349-5692 or
Bill Shepherd's cell at 567-277-6215.

Come check out the Shepherd car collection featuring
Cadillacs, Corvettes, Mercurys, and others.
We always have new additions for you to see.

The club will provide sandwiches and soft drinks.
Bring your family in your classic car, chairs, plus a dish to pass.
We have a large amount of parking both in the front driveway
and in the driveway leading to the barn.
We are conveniently located near Airport Highway,
and two miles from a Speedway station.

Garden Road is between Airport Highway and Salisbury (Dussel) Roads.
For either exit, head west to Albon Road.
We are the second house west of the Garden/Albon Road intersection.
There is a wooden arch at the base of the driveway
that reads Willowtree Farms.



NORTHWEST OHIO REGION



2016 Great Lakes Inter-regional Meet
Perrysburg, Ohio
July 28, 29, 30, 31

A Touring Event Of The Historic Maumee Valley Territory
Sponsored By Northwest Ohio Region
Cadillac Lasalle Club

Schedule of Events

Thursday, July 28

3:00 Gathering and start of registration at host hotel (hospitality open)

- Dinner on your own

7:00 Tour to the fabulous Ford & Phyllis Cauffiel collection for viewing, wine, and hors d'oeuvres

Friday, July 29

- Breakfast on your own
- Registration and hospitality room open 9:00–10:00, 5:00–7:00

10:00 Leave for Scenic Maumee River driving tour via East River Road to the historic river town of Grand Rapids OH. On the way, we will visit the restored Fort Meigs that protected the Maumee River during the War of 1812. At Grand Rapids we will go antique shopping, view re-enactment of canal days (Providence Park) and visit restored river mill. Lunch at LaRoe's Restaurant or your choice (your cost). Return trip via historic West River Road to The Shops at Fallen Timbers (ladies afternoon). Return to hotel by 5:00.

6:30 Tour to the Shepherd home and car collection—backyard cookout and mixer with a catered barbecue by Deet's BBQ (\$16 per person).

Saturday, July 30

- Breakfast on your own
- Registration and hospitality room open 8:00–10:00

10:00 Leave for new acclaimed Great Lakes Maritime Museum in Toledo via East River Road. This will include a guided tour of the restored lake freighter S.S. Col. James Shoonmaker commissioned in 1911, moored at the museum dock—\$13 per person includes both venues. This will end around 1:00 PM. From there we will go several blocks to the world famous Tony Packo's Hungarian restaurant made famous by Jamie Farr and the TV series "M*A*S*H." Lunch is your cost. From there, we will return to the hotel for rest and relaxation (hospitality open 3:00–5:30).

6:30 Happy hour at the hotel ballroom, cash bar followed by banquet featuring roast prime rib and chicken marsala at 7:15.

Sunday, July 31

- Breakfast on your own

10:00 Leave for tour to Snook's Dream Car Museum in Bowling Green OH. Cost is \$6 per person. Jeff Snook is a vintage sports car driver and races some sports cars from the museum.

- **Disperse after tour. Have a safe trip home.**



Great Lakes Inter-Regional
PERRYSBURG, OHIO

Host Hotel
Holiday Inn French Quarter
Perrysburg, Ohio

10630 Fremont Pike (US20) near I-75
Phone 1-419-874-3111

Special CLC rate \$104 double occupancy.
You are responsible for this reservation.
and it must be done by July 15.

DO NOT USE HOLIDAY INN 800 number

Registration For Great Lakes Cadillac LaSalle Club Inter-Regional Meet
July 28, 29, 30, 31 (deadline July 15)

Member name _____ Associate _____

Guest _____

Address _____ City _____ State _____

Zip _____ Phone _____ E-mail _____

CLC Membership # _____ Non Member _____ Region _____

Car Driven _____ Make _____ Model _____ Year _____

<u>Activity</u>	<u>Fee</u>	<u>Number Attending</u>	<u>Total Cost</u>
Registration	\$40 per family/\$25 per guest	_____	_____
Friday Night Mixer	\$16 per person	_____	_____
Great Lakes Museum	\$13 per person	_____	_____
Saturday Banquet	\$36 per person	_____	_____
Snook's Car Museum	\$6 per person	_____	_____

Total Amount Remitted..... _____

Make checks payable to: Northwest Ohio Region CLC

Mail to: Andrew Shepherd, 8310 Garden Road, Maumee, Ohio 43537

