

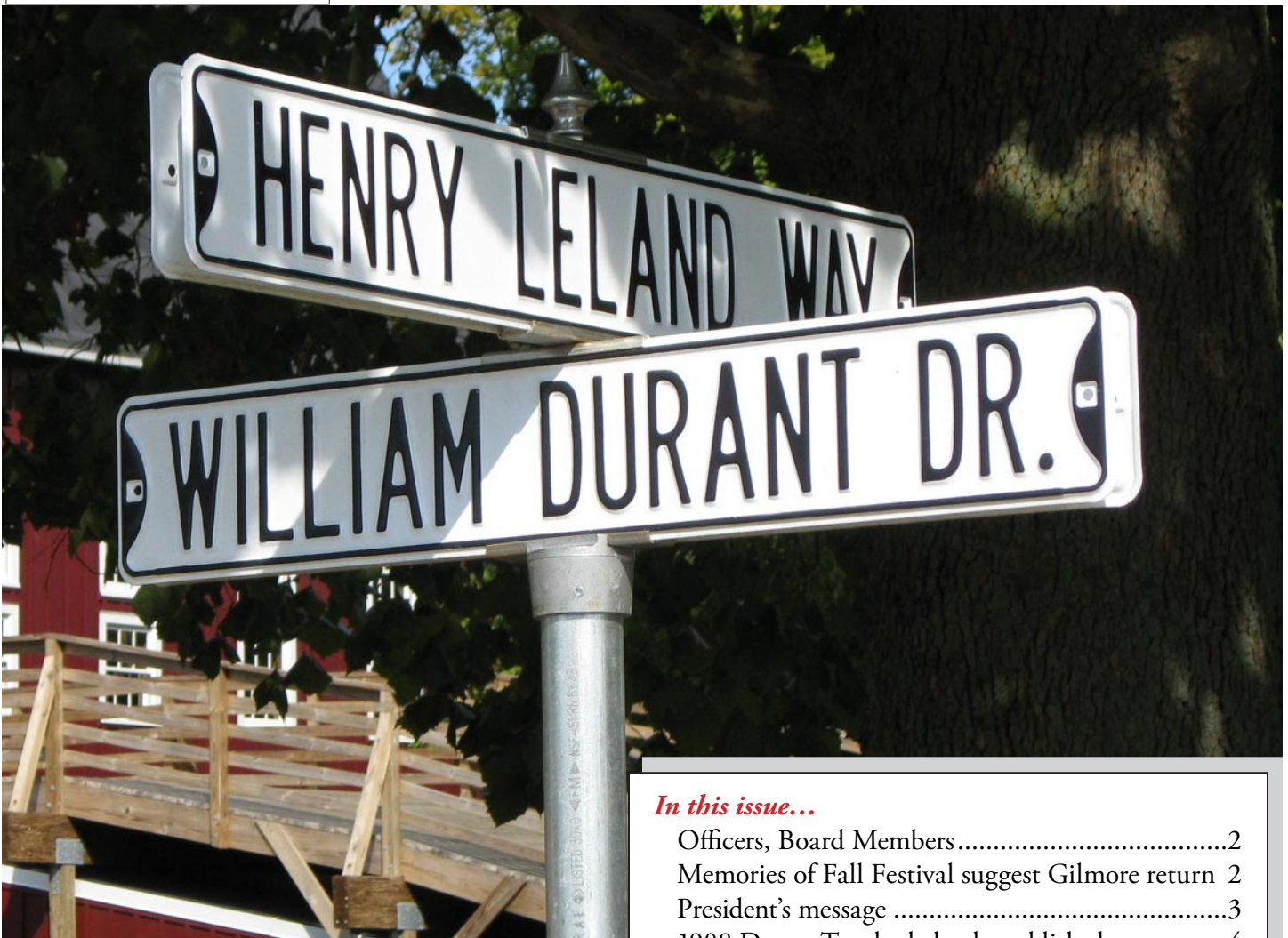


NORTHWEST OHIO REGION

Cadillac & LaSalle Club *Northwest Ohio Region News*

November 2014

Volume 7, Number 11



CLC/NWO monthly meeting
Wednesday, November 12, 6:00
(last meeting in 2014)
Rosie's Italian Grille
606 North McCord Road
Toledo, OH 43615

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Visit the CLC/NWO Ohio Facebook page at
www.facebook.com/CLCNWO

Memories of Cadillac Fall Festival
suggest return to Gilmore in future

by Elden Smith

DIRECTLY ACROSS from the CLCMRC building at the Gilmore Car Museum stands the intersection marker: “Henry Leland Way and William Durant Drive.”

Also facing Henry Leland Way and across the street from CLCMRC is the new Lincoln Museum.

From the Gilmore Museum website

The Museum is open Monday–Friday, 9:00–5:00.

Saturday and Sunday hours are 9:00–6:00.

Gilmore Car Museum will close on Easter, Thanksgiving, Christmas, and New Year’s Day.

Campus and outer buildings open April 1–November 30. The Automotive Heritage Center and connecting galleries are open year-around.

Daily admissions are as follows.

Adults, 18 and older \$12

Seniors, 62 and older \$11

AAA Members \$11

Students, 7–17 \$9

Children, 6 and under

accompanied by an adult FREE

Active Military with ID FREE

Group rates are also available.

For further information go to

www.gilmorecarmuseum.org/plan.html.



Left: Dave Ritchie, President CLC

Right: Glenn Brown, Immediate Past President CLC

President's Message

by William Shepherd

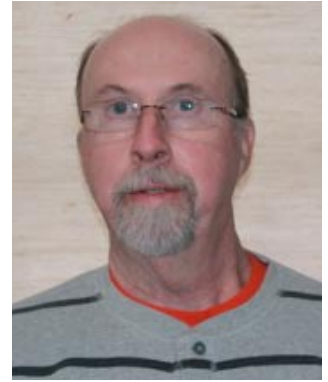
IF YOU MISSED THEM, YOU MISSED SOMETHING GOOD. "Them" would be four different events.

First was the annual Taylor Cadillac show in September. Attendance was down a bit, probably because of the weather, but the cars were worth seeing as always, along with the friends we've all come to know through the Cadillac LaSalle Club. **Second** was the opening of the Cadillac LaSalle Club Museum at the Gilmore Museum site in Hickory Corners MI. More great cars, more great people, and a really beautiful museum building with many great displays, including a car donated by the CLC/NWO's very own Mr. and Mrs. Phil Compton. **Third** was the October CLC meeting held at Byblos Restaurant. As I had anticipated, the location brought out many more of our Associate members. It's nice to have our old car hobby be more of a family activity and less of an individual interest. The **fourth** event was the airing on public television (PBS) of a "Toledo Stories" segment that profiled the Fisher (as in Body by Fisher) brothers. Their descendants (the Taylor and Demczuk families locally) contributed to this program. Notification of the program's airing was short—phone calls and e-mails the day before or the day of—and PBS always uses a generic description for the TV Guide type listings of their "Toledo Stories" program.

I, along with R.C. Young and Larry Florke, provided classic Cadillacs for a charitable fundraiser at the Demczuk home held for the benefit of the Wolcott House Museum by the Maumee Valley Historical Society on October 12. Mr. Demczuk is the CFO for the Taylor Automotive Group. I pledged my attendance mostly as an *ex officio* responsibility, but I must confess it was a more enjoyable time than I had anticipated. Peter Demczuk is an amiable individual with a beautiful 1929-built home on the west side of the river in Maumee. Many of the fundraiser participants were dressed in period costumes from the 1800s through World War II, so there was no shortage of entertainment. Another friend of the Historical Society brought his 1932 Auburn. It was fun talking shop with him.

Everybody's doing it—not the Disco Duck—but rather moving. Of our local club officers, our V.P., our Secretary, and our Newsletter Editor have all moved

recently. Add to that list me and my wife, and also the club Treasurer and his family. I hope the experience of me and my wife will be less stressful than some of the reports we've heard from the aforementioned officers, but I doubt it will be. At any rate, Katie and I look forward to hosting the next CLC/NWO picnic at a new venue.



That leaves only club Membership Chair Steve Kasprzak as not, to my knowledge, moving. But he is moving on. Steve traded his 1955 Cadillac for a 1957 Oldsmobile 98 which he located in Pennsylvania. As such, he wishes to step away from being the Membership Chair for the local club. He has agreed to continue until a successor is found, so if you are interested in doing this important function for the club, please let me know. I can understand the attraction of a 1957 Oldsmobile. When I was a youth, the 1957 Oldsmobile was the first car on my radar as something really neat. I would love to get a 1957 Oldsmobile 88 coupe with a J-2 engine option.

Just a reminder, the next meeting is scheduled for 6:00, Wednesday, November 12, at Rosie's Italian Grille. I hope to see you (and your significant other) at the restaurant. I know I'll see you on the Cadillac road.



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1908 Dewar Trophy helped establish “Standard of the World” slogan

by Elden Smith

READERS WHO LOVE CADILLAC HISTORY and tradition will find plentiful resources to satisfy their yearnings. The Cadillac Database, the GMHeritage Center: *Generations of GM History*, and Wikipedia provided the data for this article. These only scratch the surface of the information available. On the following page is a well-known document that appeared in *The Saturday Evening Post*, January 2, 1915. It is a Cadillac advertisement bearing the title, “The Penalty of Leadership.” The ad speaks of Cadillac excellence and relies on an event of automotive history to illustrate the background for the slogan, “Standard of the World.” The story behind the slogan follows below.

Sir Thomas R. Dewar, a member of parliament of the United Kingdom and a member of the family of Scots whiskey distillers, donated a cup (below right) that the Royal Automobile Club of England was to present annually beginning in 1906. He meant it to recognize “the motor car which should successfully complete the most meritorious performance or test furthering the interests and advancement of the auto industry.”

In February 1908, Frederick Stanley Bennett (Cadillac agent in the United Kingdom) provided three 1907 Cadillac Model Ks from the stock at the Heddon Street showroom in London. These were engines numbered 23391, 24111, and 24118. They traveled twenty-five miles to the Brooklands racetrack at Weybridge. On March 2, 1908, workers disassembled them completely.

Their 721 component parts were scrambled into one heap. Workers took eighty-nine original parts that required extreme accuracy, locked them away at the Brooklands clubhouse, and replaced them with new parts from the Mr. Bennett’s showroom stock.

E.O. Young reassembled the cars with the help of an assistant. Sometimes they used only wrenches and screwdrivers. The last of the three cars was complete Tuesday evening, March 10. At 2 p.m., March 13, the three cars finished a mandatory 500-mile run.

Just one point was lost because of a broken cotter pin in the ignition lever, which was promptly replaced from stock. During the event, one shed of stored parts became partly flooded during a heavy storm and some parts rusted. Oily rags removed all traces of the immersion.

On completion of the test, one of the Cadillacs was placed under lock and key where it remained until the start of the 2,000-miles reliability trials, several months later. It won the RAC Trophy.

This demonstrated and proved parts interchangeability to the public—a new and radical idea in 1908.

No American company had previously won the Dewar Trophy—Europe’s most prestigious award for precision and excellence in manufacturing—until Henry Leland entered Cadillac in the competition. Leland claimed that he had achieved the auto industry’s highest standards for precision and interchangeability of parts. After disassembling three Cadillacs, the judges concurred. Along with the trophy, Cadillac won new prestige.

Some early Dewar Trophy Winners include these.

1906: Stanley twins for their land speed record in the Stanley Steamer

1908: Cadillac for parts interchangeability (presented in 1909)

1913: Cadillac for the electric starter and electric lights

In the Dewar Trophy’s 108-year history, there have been only forty-three recipients. Ironically, the GM Heritage Center reports that the 1908 trophy location is unknown.



Google posted these illustrations:

The 1908 Dewar Trophy above, and the 1907 Cadillac Model K pictures reprinted on page 15.

The Penalty of Leadership

By Theodore Macmanus

IN EVERY FIELD OF HUMAN ENDEAVOR, he that is first must perpetually live in the white light of publicity. Whether the leadership be vested in a man or in a manufactured product, emulation and envy are ever at work. In art, in literature, in music, in industry, the reward and the punishment are always the same. The reward is widespread recognition; the punishment, fierce denial and detraction.

When a man's work becomes a standard for the whole world, it also becomes a target for the shafts of the envious few. If his work be merely mediocre, he will be left severely alone—if he achieve a masterpiece, it will set a million tongues a-wagging. Jealousy does not protrude its forked tongue at the artist who produces a commonplace painting. Whatsoever you write, or paint, or play, or sing, or build, no one will strive to surpass or to slander you, unless your work be stamped with the seal of genius.

Long, long after a great work or a good work has been done, those who are disappointed or envious continue to cry out that it cannot be done. Spiteful little voices in the domain of art were raised against our own Whistler as a mountebank, long after the big world had acclaimed him its greatest artistic genius. Multitudes flocked to Bayreuth to worship at the musical shrine of Wagner, while the little group of those whom he had dethroned and displaced argued angrily that he was no musician at all. The little world continued to protest that Fulton could never build a steamboat, while the big world flocked to the river banks to see his boat steam by.

The leader is assailed because he is a leader, and the effort to equal him is merely added proof of that leadership. Failing to equal or to excel, the follower seeks to depreciate and to destroy—but only confirms once more the superiority of that which he strives to supplant.

There is nothing new in this. It is as old as the world and as old as the human passions—envy, fear, greed, ambition, and the desire to surpass. And it all avails nothing. If the leader truly leads, he remains—the leader. Master-poet, master-painter, master-workman, each in his turn is assailed, and each holds his laurels through the ages. That which is good or great makes itself known, no matter how loud the clamor of denial. That which deserves to live—lives.

*This text appeared as an advertisement in
The Saturday Evening Post, January 2, 1915.
Copyright, Cadillac Motor Car Company.*



Cadillac
Standard
of the World

My first car by George Louthan

THIS IS A NEW SERIES for car history buffs that Elden and I thought would make interesting reading. Each of you had a first car and a story to tell about it. We would like to hear from you about your story. Don't worry about correct grammar. Elden will fix that. This series will continue only if you participate by adding your story. Send your story to Elden. To kick it off here is my story of my first car.

This is a continuing story I touched on in "To Show Or Go" in the September issue. As a young man, my first dream was to get a driver's license and own my first car. My father in his infinite wisdom said, "Georgie, by your senior year of high school, if you have saved enough money from your paper route by then, I will sell you my 1950 Chevy." Although the car would not be my first pick, the terms were attractive. So, in my senior year I took possession of my father's 1950 Chevrolet Fleetline for the grand sum of \$200. The car had some mileage on it plus some rust, and the stove bolt six was no world-beater. Obviously, changes were needed if it was to be MY CAR.

First of all, the car sat way too high off the ground for my taste. That was resolved by lowering blocks on the rear springs and shortening the travel of the front springs. Now that's better. It rode like a truck but handled like a sports car. Dad was not impressed.

Next item addressed was the body rust. My buddy and I were learning bodywork as we went along. After learning how to fix the rust spots why not try our hand at customizing? After all, the old Chevy could use a face-lift.

First to go were the nameplates and fill in the holes. After reading a number of *Hot Rod* magazines, frenched headlights seemed like a logical modification. A short search at a local junk yard produced a pair of 1952 Ford headlight rings that, after being welded into place and smoothed in with body filler, extended the front fenders by two inches. Now we're getting somewhere! The next logical move was to do something with the very basic grill that came with the Chevy. Some measurements and another trip to the junkyard produced a 1955 Plymouth grill, which with slight modification fit the front of the car after removing the Chevy unit—a vast improvement.

By now different colors of primer covering the modifications gave the vehicle images of a zebra. That was o.k. as it was like a badge of honor telling others that a work was in progress.

While this was going on, the performance issue was resolved with a duel carburetor manifold and headers with duel exhaust plus glass pack mufflers. This also led to resolving the rust in the rocker panels by fabricating custom side pipes for the duel exhaust and mounting them in the rocker panel cavity, which also gave the car more ground clearance. These modifications were well received by my friends, questioned by my father, and loathed by the local police.

Many times, I would be invited to stop so the officer at hand could inspect the modifications and then hand me an invitation to see the judge. I suspect they were just envious that they didn't own this car. A Michigan highway patrolman once told me if I ever came back to Michigan with those mufflers on that car he would throw the book at me. I believe he was just upset because I woke him up as I flew through Blissfield at 3:00 AM.

The modifications continued with 1951 Dodge taillights molded in, custom skirts, a Pontiac rear bumper, and removal of the door and trunk handles. By now, you are asking how did he get in the car. We early customizers were junkyard inventers and found that a salvaged starter solenoid would trip a door latch when activated by a six-volt button hidden in the belt line trim. Finally the car was painted an off-white '58 Ford color. Every time the car came home with another modification, my father would stand back and shake his head. He couldn't understand what was wrong with the old style and why it needed an extra carburetor. In the end, I was satisfied with the result. When my friends and I hit the local drive-in restaurant, tongues would wag and they would say "there goes George's car." I had accomplished my goal—it was finally MY CAR.

My father forgave me after I sold it for three times the purchase price.

Note the Plymouth grill (right). More pictures of George's car appear on page 7



Activities Report

by George Louthan, Vice-president, Activities Director

THERE IS NO NOVEMBER ACTIVITY TO REPORT except the membership meeting at Rosie's Italian Grille, 606 North McCord Road, Toledo.

There will be an April crank up tour south of Findlay that Phil Compton is designing and promises it will be very interesting. This will be a driving tour with many things to see and do. Please keep this time frame in mind and stay tuned for details as they progress.

Trivia—by George!

October trivia

The Question was what show car developed for the 1949 shows did Cadillac put into production later that year and what name was given to it that lasted through the 90s.

The Answer was the Coupe De Ville. The original show car was developed on a Fleetwood 60S 133-inch wheelbase. After the shows, the car was given to GM president Charles Wilson as his personal car. In 1957, he gave it to his secretary and it was taken back to the factory and given a 1957 mechanical update. The car stayed in private collections and recently was restored to its 1957 specification. The production Coupe De Ville was a 62 series, 126-inch wheelbase—not the Fleetwood chassis as the show car.

This time I had many responses that were correct. Good work on your homework Phil Vrzal, Phil Compton, Bill Shepherd, Alan Haas, and others.

November Trivia

Staying in the same era, many manufactures in the '60s and '70s produced what we call "muscle cars". Cadillac was way ahead of its time producing cars used in racing. Can you name the year and in what races they were entered? Also, what custom sports racecars were developed around Cadillac at that same time?



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"There goes George's car."



Indiana CLC National Driving Tour pleases participants

by Philip Compton

IF YOU HAVE NEVER BEEN ON A CLC NATIONAL DRIVING TOUR, you must.

This was our fifth. Next year, it will be in Michigan, from Deerfield Village to the Woodward Avenue cruise in.

We began our tour on Tuesday in Kokomo, visiting the Kokomo Automotive Museum where Jeff Shively is the curator. Jeff was the organizer of this tour and is on the national CLC board. This is a beautiful collection with a very low mileage 1957 Cadillac Brougham and a large collection of Haynes and Apperson cars, made in Kokomo. The collection also includes one of two known operational 1997 General Motors EV-1 electric cars.

The next day we visited the Vice Presidential Museum in Huntington—a very good and interesting history lesson. Five VPs were from Indiana with some very colorful histories. We ate lunch at Dan Quayle's favorite diner, Nick's Kitchen, which has huge tenderloin sandwiches. We then drove to Fairmont IN and visited the James Dean Gallery and the Fairmont Historical Museum. The Museum housed James Dean's Triumph motorcycle, and there wasn't a drop of oil underneath. We then returned to our Kokomo hotel and a good Italian supper.

On Thursday, we drove to Romney to an outstanding private collection of beautiful cars and fire engines, as well as an eclectic collection of antiques. This was on a small farm in the middle of nowhere. But everywhere you turned you were looking at a magnificent automobile—too many to describe. After a nice lunch in Monticello IN, we went on to LaPorte, the home of Lars Kneller, CLC past president. We toured the LaPorte County Historical Society Museum, which houses various collections including some very nice cars. We then drove to South Bend and had a Polish Buffet dinner at the Studebaker National Museum. This is a beautiful collection of Studebakers and Studebaker history. We decided that it was very dangerous to ride in a Studebaker coach. Abraham Lincoln rode in one on his way to the Ford Theatre and William McKinley rode in one on his way to Buffalo.

On Friday, we traveled to Nappanee for a tour and lunch at Amish Acres where we learned some of the Anabaptist history—which happens to be my background. We then drove to Auburn for a tour of the Auburn-Cord-Duesenberg Museum—a must for anyone

who has never been there. Supper was provided at the National Auto and Truck Museum behind the ACD museum—another very fine collection of automobiles.

Saturday, we traveled over some beautiful Indiana roads with the trees beginning to get their fall colors. We drove to Shipshewana IN for a tour of the Hostetler's Hudson Museum—another must for any car lover. Eldon "Ziggity" Hostetler was raised Amish, but became a very wealthy inventor and a collector of Hudsons. There were forty-eight at this museum and there are another thirteen at the Gilmore museum. Eldon, who is now 91 years old, was visiting the museum and signing his autobiography. From there, we drove to Kalamazoo with lunch at the Kalamazoo Air Zoo, a very creative air museum—then on to our hotel.



We drove our 1978 Coupe de Ville on this tour, which was fun to drive. It averaged 16.5 mpg for the trip. The tour itself covered about 560 miles, but our overall trip covered 960 miles and the Coupe turned over 75K miles. The people were very friendly and lots of fun. We met some former friends and made some new ones. There were about fifty cars on the tour, with some joining and dropping out along the way. Jeff did an excellent job planning this tour. The accommodations were very nice, meals were very good, the country roads and scenery were fun, and the directions were very well done.

The CLC Museum opening on Sunday was exciting and we got to see our 1976 Coupe de Ville there. The lot looked much like a CLC Grand National with many beautiful Cadillacs and LaSalles. There were 151 cars pre-registered, with plenty more on the parking field. We counted nineteen NWO/CLC members and associates who attended.

***Photos from the Driving Tour
by Phil and LaDonna Compton***



Indiana Tour Photos Commentary by Phil Compton

Row one:

- 1940 dark blue Cadillac convertible—made the entire tour along with Jeff Shively's 1941 Coupe
- A unique Cord at the ACD museum—check out the headlights.

Row Two:

- 1931 Hudson at the Hostetler's Hudson Museum that formerly belonged to Roy Chafin, President of Hudson Motor Car Company. Named Secretary of Commerce by Herbert Hoover, he took this car to Panama. Left there, it became a taxi, but Harrah's Museum purchased and restored it. Hostetler acquired it in 1994. Check out the beautiful interior above right.

Row Three:

- 1937 Railton—Railton was a Hudson distributor in England—part of the Hostetler collection at Gilmore. Another beautiful interior.
- Our 1976 Coupe de Ville de Excellence now at the Gilmore museum—with 30K miles

Left:

- 1941 Cadillac Convertible Sedan was a winner at the Gilmore show.
- 1894 Haynes made in Kokomo Indiana.



Some scenes from Cadillac Fall Festival, Gilmore Car Museum, Hickory Corners MI



*1930 LaSalle (seven passenger) Dual Cowl Phaeton
owned by Mark and Jana Reenders of Grand Haven MI*



*1932 Series 355-B Dual Cowl Sport Phaeton
owned by Salisbury House, Des Moines IA*



*1929 Sport Phaeton
owned by Jay and Patty Fitzgerald, Gross Pointe MI*



*2006 DTS Custom Convertible Sedan
owned by Ron DeWoskin, Fitchburg WI*

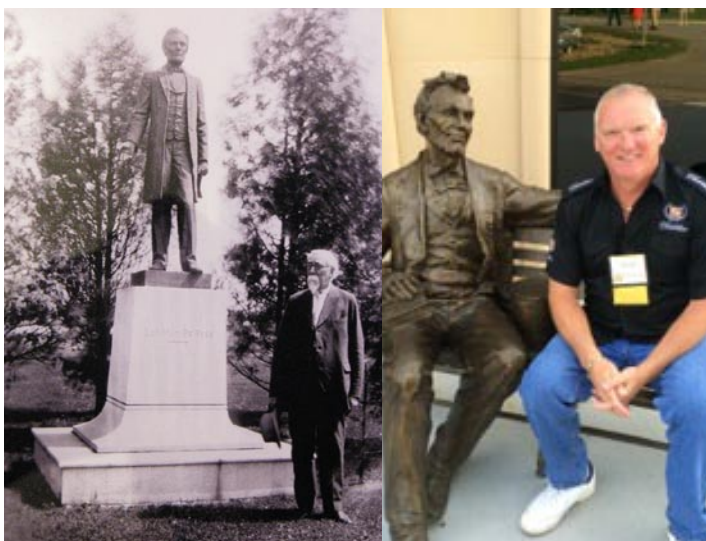


*1941 Fleetwood 60S
owned by L. Barthel, Northville MI*



*1993 Allanté (driven coast to coast and border to border in 2013)
owned by Steve Garrity, Indianapolis IN*

More scenes from Cadillac Fall Festival, Gilmore Car Museum, Hickory Corners MI



*Left: President Lincoln with Henry M. Leland
Right: President Lincoln with John Nagel*



1959 Custom Hearse (12± passenger?)



*Left: 1941 Series 62 Convertible
Right: 1941 Fleetwood 60S*



1969 Eldorado



Lineup of Allantés at about 9:15 on September 28

Cadillac Fall Festival at Gilmore a Pure Michigan experience, but...

by Elden Smith

SEPTEMBER 28 BEGAN with 50° temps, heavy fog, and a light mist—at least in Sylvania and West Toledo. Not far into Michigan, the fog lifted. By sunrise, it was evident this would be a beautiful day. Arriving at Gilmore, four of fourteen participating Allantés greeted me in our assigned parking space. The day was warm, and I soon shed the jacket I needed earlier.

It was good to greet many folks whom I knew by name but not always by face. Among those attending the festival were our current and immediate past presidents of the national club, Dave Ritchie and Glenn Brown. As nearly as I can count from visual contact and from the pre-registration list, Northwest Ohio Region had more than a dozen representatives. I will not name them since I would rather not miss someone. More than 151 Cadillacs had pre-registered and at least another twenty made an appearance later in the day. With them came 500+ people. The day went by quickly which meant that there were interesting people and events.

By departure time, the temperature was 76° with clear blue skies. Everyone seemed very pleased with the outing. Seeing the completed CLCMRC building proved that earlier photos and drawings represented the building well. This is only the beginning of the story, however.

My 1991 Allanté Luigi just passed 100K miles, as some readers might remember from Facebook. Luigi is excellent condition and has not been greedy about repair needs. The day was so nice that I left the top down—something I rarely do with expressway travel. I planned to brag about how Luigi attained 21.5 mpg on the Gilmore road trip. The way home was more difficult than everything before in Luigi's and my shared history.

At milepost 133 on I-94 eastbound (just west of Jackson MI) Luigi overheated and I had to stop because the DIC (Driver Information Center) told me to. A quick look under the hood revealed that Luigi's serpentine belt shredded because the AC compressor "tied up."

While I assumed my customary philosophical attitude, my travel companion, John Nagel, phoned AAA for help. After several false starts with the AAA operator, a flatbed tow truck rescued us—one and one-half hours

later. The roadside was hot and dusty, and my attitude began to suffer.

Bright spots in this waiting period came when two Cadillacs that also had departed from Gilmore stopped to lend assistance and encouragement. The first was a 1990 Allanté, and the second was a 2015 CTS coupe. Both are members of the Motor City Region, but I do not know their names. The driver of the CTS spent more than thirty minutes trying to reach sources that he thought might be able to help on a Sunday afternoon.

The flatbed arrived while the CTS driver was still there. Just before the flatbed arrived, the Michigan State Police pulled up but left when they determined that the towing service driver had things under control. The tow truck driver told me that the trip to my home was 93 miles and that AAA covers only five miles of it. At \$4 per mile times 85 miles, I pulled out my debit card and paid \$340 for the ride home.

Still looking on the bright side, I was grateful to get home by 6:30, even though I grew weary of looking through the bug-laden windshield of the truck. Monday morning, Luigi went to the repair shop to get new air conditioning equipment and a serpentine belt.

This is the first time in many years that I have needed roadside service. I know that other CLC members have suffered the same or worse misfortune. It was a comfort that fellow-CLC members would stop and try to help.



Mlive.com posted this photo of the ribbon-cutting portion of the celebration. Paul Ayres and Alan Haas are on the far left. President Dave Ritchie is second from the right. The other two are unknown to me, so this is an invitation to e-mail the editor with the names.

Minutes of October 8 meeting

by Phil Vrzal

Call to Order/Adjournment/Attendance

A conviviality infused environment was apparent to all at the first CLC/NWO dinner meeting in some time. The food was good, the fellowship great. The business session of the evening was called to order at 6:39 by President Bill Shepherd and adjourned at 7:11. Fourteen members and thirteen associates enjoyed the evening. Seven vintage Cadillacs, driven by attending members, illuminated an otherwise dark restaurant parking lot at Byblos restaurant on Reynolds Road.

Approval of Minutes from Previous Meeting

- Meeting minutes appear in the monthly newsletter. There were no previous minutes requiring approval.

Fall/Winter Meeting Dates and Venues

- The November CLC/NWO meeting is planned as another dinner meeting at 6:00 on Wednesday, November 12 at Rosie's Italian Grille at 606 North McCord Road in Toledo. See the November newsletter for updates. Historically, there has not been a December meeting. The winter meeting schedule for January through April probably will be scheduled as a late lunch meeting on the second Saturday of the month at 2:00 at Uncle John's restaurant on Secor Road just north of Central Avenue.

Open Issues/Old Business

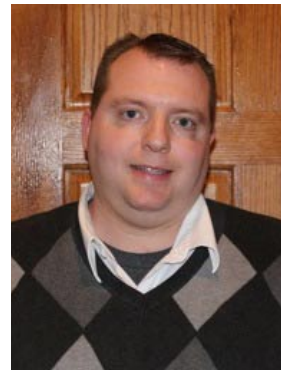
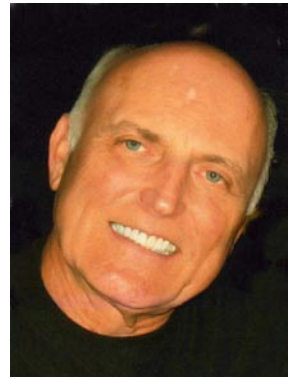
- The Treasurer's summary was provided by Andrew Shepherd. The current balance as of today after deducting newsletter costs is \$792.82 with a minor \$14 bank fee issue pending resolution.
- Steve Kasprzak reported that the club membership has remained at thirty-eight active members. Dues payments prior to the November deadline are somewhat behind schedule.
- Bill Shepherd summarized the fine time had by all on September 13 at the Taylor Cadillac Show despite the earlier morning showers and a cool, breezy day. He echoed that sentiment about the September 28 dedication festivities for the CLCMRC at Gilmore.
- Barbie Shepherd has submitted a host of photos taken at the Taylor Cadillac Show to Elden Smith for the newsletter.
- George Louthan was excited about the developing plans for a 2015 CLC/NWO Spring Crank up Tour courtesy of Phil Compton. More later. George

mentioned that while our region is not sponsoring a Fall Crank down Tour, the Motor City Region is putting one together soon. Contact George or see the newsletter for developments.

New Business—None discussed

- George Louthan and Duke Gercke sponsored auction items that added over \$20 to the club treasury.

Minutes respectfully submitted by Phil Vrzal.



Treasurer's Report

by Andrew Shepherd

Balance September 19, 2014	\$833.45
Newsletter expenses.....	-\$40.63
Bank fee	-\$14.00
Extra newsletter copies for S. Taylor	-\$24.82
Deposit for dues	\$401.00
Balance October 21, 2014	\$1155.00

(Still working on bank fees)

—Andrew



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*Northwest Ohio Region
Of
Cadillac LaSalle Club Inc.*
Membership Application/Renewal

Name _____

Associate Name _____

Address _____

City/Town _____ State _____ Zip _____

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CLC Membership Number * _____ Year Fee \$30 Paid _____

2 Year Fee \$58 Paid _____

Car #	Make	Year	Model
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1	_____	_____	_____
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2	_____	_____	_____
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3	_____	_____	_____
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4	_____	_____	_____
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6	_____	_____	_____
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7	_____	_____	_____
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8	_____	_____	_____
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Make check payable to
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Return To: Steve Kasprzak
2510 Randall Dr.
Oregon, Ohio 43616

*** National CLC membership required. Find application at:
<http://www.cadillaclasalleclub.org/joinrenew/>**

1907 Cadillac Model K Victoria Runabout
(the car that enabled Cadillac to win the 1908 Dewar Trophy—see page four)



Classified
plus stuff that fits no place else—

Member items for sale

- **1996 Cadillac Fleetwood sedan.** Platinum gray exterior with gray padded top, gray interior, LT-1 engine, everything works, excellent condition. Ride in style and comfort. \$4,500. Contact George Louthan, 419-754-4454 or gelouthan@bex.net
- **1953–55 Eldorado wire wheel rims—**need restoration. First \$100 takes them home. Contact George Louthan, 419-754-4454 or gelouthan@bex.net



Time to “squirrel away” cash for 2015 GN

by Elden Smith

CURIOSITY MADE ME CHECK Mapquest for mileage to Brookfield WI, site of the 2015 CLC Grand National.

The distance from Toledo is 341.40 miles. Driving time via expressways is 5 hours 42 minutes. Clearly, the hardest part of the trip is the fifty-plus miles through Chicago. I-90 and I-94 (the Kennedy and the Edens Expressways) are never dream routes. Navigating these in either of my Cadillacs probably might render me a nervous wreck. I have driven in Chicago traffic often but always in a newer “daily driver.” Still, I hope to attend another Grand National—maybe this one. My only previous exposure was Columbus in 2011.

Perhaps I am an extravagant traveler, but I usually count on spending about \$300–\$350 per day in food and lodging for two people. This does not include shopping.

June 24–27 is a bit more than six months away, but time flies. Maybe this is a good time and place for experienced folks to share advice and ideas with those of us who are less experienced with Grand Nationals. Perhaps this will bring some letters to the editor that can be shared with our readers.

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Left:

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

Right:

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 these logos, e-mail jharry3456@bex.net or telephone 419-754-3923. Advance payment required.



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