



Cadillac & LaSalle Club Northwest Ohio Region News

October 2015

Volume 8, Number 10

NORTHWEST OHIO REGION



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CLC/NWO monthly meeting
Wednesday, October 14, 6:30
Byblos Restaurant
1050 South Reynolds Road
Toledo, OH 43615

CLC/NWO Region

2014 Elected Officers and Board Members

- President/Director**.....**William Shepherd**
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“Into each life some rain must fall” (Longfellow)
by Elden Smith

THE OCTOBER 2014 ISSUE OF THIS NEWSLETTER SAID THIS ABOUT THE TAYLOR SHOW:

“September 13 began with a cold drizzle—typical of ... autumn. By 9:00, it was only cold. I think my car told me that it was 52° when I left home. The rain faded, and brave drivers and fans made their appearances at Taylor Cadillac.”

I had forgotten the 2014 beginning because the main part of the day was beautiful. The cover photo shows Larry Florke’s 1929 341B town sedan as the winner of the 1902–1929 class. This year, voters named the same car Best of Show.

Bill VanLuven took the cover photo at the 2014 show. John Nagel took the 2015 rainy day pictures with his cell phone. John did not get as wet as the cars since he waited for the intermittent showers to let up. I wish that I owned a laundry service that rents towels for car shows.

Pages 6–9 chronicle the winners and all participant cars in the 2015 rain.



October and November meetings

October

Wednesday, October 14, 6:30
Byblos Restaurant
1050 South Reynolds Road

November

Wednesday, November 11, 6:30
Rosie’s Italian Grille
606 North McCord Road

***Note that these are both dinner meetings.
They are at an earlier time than we usually meet.***

December

There will be no December meeting.

President's Message
by William Shepherd

I WENT WITH MY TWO SONS to the Auctions of America Fall Auburn Auction. Cars from the 1970s and earlier seem to have come down in price. Maybe younger collectors want cars built within their lifetime, and maybe older collectors are buying more health care and fewer collector cars these days.

As many Baby Boomers view Brass Era cars to be too complex to drive, perhaps younger buyers don't want a car that lacks an automatic transmission, air conditioning, and disc brakes. Or maybe the number of people interested in owning an old car is decreasing. I've also heard the theory that buyers are now more interested in original cars than in restored cars with many hours of labor and large amounts of expensive parts and materials that drive up the price. No matter the reason, now might be a good time to buy a classic car (note to self).

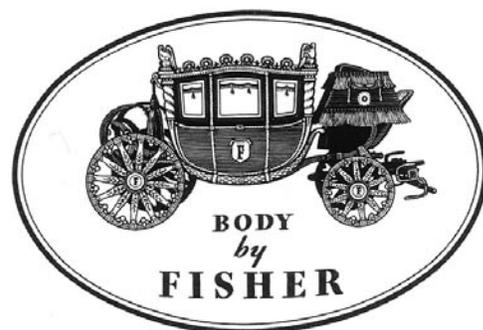
As I write this, the Taylor Show is coming up soon. One of our Region's signature events, it's always a good time. It's also an opportunity to see members that you don't see often. Some members from the Motor City Region are usually in attendance, and who knows, we may see some cars from even further away. If you haven't yet mailed in your CLC/NWO Region membership dues, the Taylor Show is a convenient opportunity to get that done. The extended weather forecast also looks good for that date—so here's hoping....

Our October and November meetings will once again be at restaurants with reasonable prices where we can get a meeting room for our use. Details are elsewhere in the newsletter. These meetings always draw a larger crowd, with many more of the ladies willing to put up with our old car yammering if there is a good meal involved. We are working on a winter social gathering, probably in January, where we can enjoy each other's company when our collector cars are tucked away until spring. The meetings for January–April will again follow tradition by returning to the Uncle John's Pancake House on a Saturday each month.

A topic that I brought up at the last meeting was that of old Cadillacs for sale from non-members of the CLC/NWO, or even of the Cadillac LaSalle Club. More often than not, it's a family member or lawyer trying to settle an estate by selling off the former owner's pride and joy. The problem is, I generally don't know the person or the car, so I'm reluctant to bring the car to the attention of the general membership as it might be construed as an endorsement. If you know any such car, then it would be better for you to send the lead to the newsletter editor, rather than directing your acquaintance to contact me.

We've also noticed a paucity of "My First Car" articles being sent to the newsletter editor. If you've been meaning to write yours up, now would be a good time to do so.

I'll see you on the Cadillac road.



NORTHWEST OHIO REGION

CLC/NWO monthly meeting
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1050 South Reynolds Road
Toledo





It's all in the name

by Elden Smith

RECALLING THE EVOLUTION of model and style names triggered this editorial. I offer a brief summary of various GM activities in model and style naming and development as I remember them. I do not guarantee accuracy as I have dredged these from my seven-plus decade old memory.



Some GM body options grew to become separate models. In 1949, Cadillac introduced the pillarless hardtop convertible, the “Coupe de Ville.” It was part of the Series 62 lineup. This two-door coupe might have contributed to the demise of the Club Coupe or Sedanette that had enjoyed much popularity from 1941 through 1952. Many people seemed to have grown weary of the fastback styling, so the Coupe de Ville provided a popular alternative.

In 1956, the Sedan DeVille, a four-door hardtop, joined the Coupe in Series 62. Both DeVilles became a sub-series known as the Series 6300 in 1959. Coupe DeVille remained entrenched in this niche until dropped in 1993 due to consumer disinterest in coupes. Though the DeVille name had lived on, these cars no longer lacked a b-pillar after the 1975 model year. Incidentally, the last true American-made two-door and four-door hardtops were the 1978 Chrysler Newport and New Yorker.

Coupe de Ville



Similarly, in 1950, Chevrolet introduced the pillarless hardtop convertible called the Bel Air. It remained a trim option/body style through the 1952 model year. From 1953 until 1958, Bel Air became a series at the top of the Chevy line. Impala took that top place in 1958.



Pontiac also introduced a pillarless hardtop convertible—the Catalina. Both Chieftain Eight and DeLuxe Eight lines made this style available in 1950. Then, in 1959, the Catalina became a separate model that replaced the entry level Chieftain. In that same model year, Pontiac demoted Star Chief to mid-level and Bonneville assumed the top spot.

In 1949, Buick Riviera was in its first year as a pillarless hardtop convertible. It was first available only in the Roadmaster line, but the Super and Special versions became options between 1951 and 1954 model years. In the middle of the 1955 model year, Buick (and Oldsmobile) introduced the first four-door hardtops. Buick offered these in the Century and Special models, and named these body styles lacking a b-pillar

“Riviera.” Four-door Riviera hardtops became part of the Roadmaster and Super lines in the 1956 model year. It was a body style designation and not a model on its own. As a result, the Riviera name did not always appear on those cars. From 1959 through 1962 model years, Riviera denoted a premium six-window hardtop style that it shared with Cadillac. This Riviera-named body style was available on the Electra 225 series.

Buick spun off the Riviera as a personal luxury car from 1963 to 1999. Oldsmobile Toronado (1966–1992) and Cadillac Eldorado (1953–2002) bore the same personal luxury car designation. Competitors were Lincoln Mark series and the Chrysler Imperial Crown Coupe.

Beginning with the 1950 model year, the Oldsmobile Holiday models remained firmly attached to, and available in, Oldsmobile series 88 and 98. To the best of my knowledge, the Holiday name alone of the GM hardtops never advanced to become a spin-off series.

The Buick Roadmaster Riviera coupe, the Cadillac Coupe de Ville, and the Oldsmobile 98 Holiday coupe pioneered the first mass production use of the two-door hardtop body style. This style remained popular for about the next 30 years.

Desire for a crash resistant rigid top supported by durable b-pillars, in large part, led to the demise of the hardtop body style. The National Highway Traffic Safety Administration mandated crash tests doomed convertibles and hardtops for a time. Few buyers disputed the value of such testing. The 1976 Eldorado convertible, said to be the “last American convertible,” wasn’t the end of our beloved open cars. Currently, insurance companies make it less attractive to own one with an additional premium assessed for convertibles.

Following the ever-popular convertibles, my guess is that the next most popular collector car style is the two-door hardtop. I have no statistics to back up that assertion. A fleeting look around many cruise-ins and car shows seems partially to justify this opinion. It also looks like four-door and two-door sedans (those with a b-pillar) have grown in popularity among collectors in the past few years. The current surprise (to me) is how many elderly station wagons have shown up in the last couple of years.

A final confession: Curiosity drove me to several references—primarily GM sites—for more detailed information. Memory alone proved insufficient.



Advertising policy

Each month, the final page of our newsletter provides two columns for advertisers to list automotive items. These include

- CLC/NWO member items for sale and
- Items for sale by friends of members.

Members of this club may advertise without a time limit unless a restriction for space becomes necessary.

The second category lists items offered by friends of club members. A CLC/NWO member vouches for the honesty of the seller. Again, listings will be available without time limits unless too much time passes.

In either case, the editor hopes to keep the newsletter content—including the classified—interesting to readers.

If you know individuals who would like to list an automotive item in this newsletter, please tell them to contact the editor. Commercial or business listings will not appear in this section. A paid advertisement option is available to businesses.

Taylor Show 2015

Rain, rain, go away: Come again another day.

EIGHTEEN CADILLACS BROUGHT FIFTY± DRIVERS and passengers to the Fourteenth Annual Taylor Classic Cadillac Show—through the rain—on Saturday, September 19. No one could count the spectators who came despite the weather.

We all did our best not to cry or cuss out loud, but warm, fun, and friendly conversations kept our eyes off the skies. The service entrance bays resounded with conversation and laughter, and only occasionally did a brave soul peek outside to check on the weather.

After a couple of false starts, the sun finally broke through around noon (shortly after a wonderful lunch). Tentatively but hopefully, a couple of people began drying off their well-doused Cadillacs. Next came a couple of brave convertible owners (George Louthan and Phil Compton) who dropped their tops. That led the way for others to do the same, and though the day remained cool, the climate remained toasty.

From my photo records of past shows, the Taylor Show of 2013 (the Twelfth Annual) began with mixed clouds and sun accompanied by folks in jackets and sweaters. Then came the rain in a steady downpour for about five minutes—to test the speed with which convertible owners could close their tops. Equally rapidly, sun and partly cloudy conditions returned and the tops went back down. Since our region's founding at the Seventh Annual Taylor Cadillac Show in 2008, these two occasions were the only ones dampened by rain but not in spirit.

One added highlight of the day came in the “visit” of the 1949 Cadillac engine on its way to the CLCMRC at the Gilmore Museum in Hickory Corners MI. The club thanks Bon Stahl and Affordable Motorcycle Repair LLC for enabling this opportunity to see the finished project.

Some of us who attended will observe birthdays soon. These anniversaries cause us concern for gaining new and younger CLC members. Here are a few who went “on record” during the Taylor Show. Lou Maludy will turn 90 in July, Jerry Steinard and Duke Gercke will by 80 shortly, and I turn 77 this month.

CLC/NWO continues to thank Steve Taylor who makes this show possible. The venue, food, and hospitality of Steve and the Taylor organization cannot be equaled. Thank you, Steve. We appreciate your continuing and supportive welcome to our club.



Taylor Show 2015 (continued)



The Winners' Circle
on pages 6 and 7

1902–1929	Larry Florke	1929 341B Town Sedan
1930–1939	Lou Maludy	1939 Fleetwood Limo
1940–1949	George Stockman.....	1941 Series 61 Sedan
1950–1959	Fred Schaefer.....	1957 Eldorado Convertible
1960–1969	William Shepherd	1967 Fleetwood Limo
1970–1979	Tom Tapp	1978 Eldorado Biarritz
1980+	Mike Munding.....	1995 Eldorado
Best of Show	Larry Florke	1929 341B Town Sedan

Other awards

Longest distance driven.....Duke Gercke
Youngest participant..... Jeff Shepherd
Oldest participant



Taylor Show 2015 (continued)



Guest of Honor: the 1949 Cadillac engine



Taylor Show 2015 (continued)



NORTHWEST OHIO REGION

***CLC/NWO monthly meeting
Wednesday, October 14, 6:30
Byblos Restaurant
1050 South Reynolds Road
Toledo***

Activities Report

by George Louthan, Vice-president, Activities Director



WELL, WHAT IS NEW IS ALREADY OLD as we wind down the cruise and show season for 2015. The Taylor Show went off as planned, but for the first time in fourteen years we were greeted by off and on rain that lasted until 1:00. Spirits were dampened but nineteen of the thirty-seven pre-registered cars made an appearance, and the show went on as scheduled. Ironically, the cars coming the furthest were present.

My hat is off to Lou Maludy, Duke Gercke, Larry Florke, Phil Compton, and George Stockman who drove 50 to 76 miles to attend. These guys are true enthusiasts. I refer you to the Taylor Show report (pages 6–9) for awards, pictures, and other details.

The '49 engine project is complete and resting in its new home in the CLC museum at the Gilmore. It was delivered to the museum on September 20, a day after it was shown at the Taylor Cadillac show. My many thanks to those that contributed.

- Engine donated by Bob C. Stahl
- Restoration by Bob C. Stahl, Bob W. Stahl, George Louthan with assistance from Alan Haas, Mike Munding, and Ken Dorotiak
- Engine stand built by Bob C. Stahl
- Technical consultant Jay Friedman (co- author of the '49 authenticity manual).

Fall Festival At Gilmore. Some of us including Mary Ann and me are making the trek to Gilmore Saturday the twenty-sixth for the Cadillac Fall Gathering. Next month we will report on that event.

Fall Crank Down Cruise. In the absence of other plans, we will do my patented fall color tour through Fulton County and the Maumee State Forest to the Sauder Village museum and have lunch together at the Barn restaurant, famous for their Mennonite country chicken dinner. **We will meet at parking lot #4 of St. Luke's Hospital, Monclova Road in Maumee at 10:30, on October 17.** The trip takes less than one hour and lunch is worth the trip. From there, you have several options for the return trip or stay the afternoon and visit the museum.

Trivia By George

September trivia: What year did Cadillac last offer a standard shift?

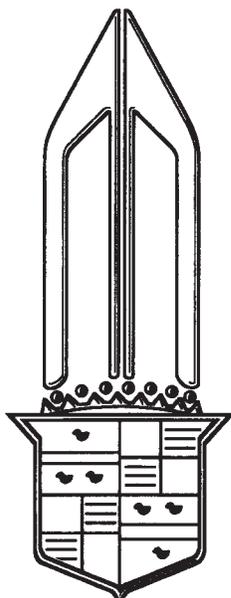
Answer: The last year offered for the standard Cadillac was 1951, however it was available for commercial cars through 1953 and rumored it was used selectively on some special order commercial cars in 1954 and 1955.

October trivia: In 1915, the big announcement for Cadillac was the new V-8 engine. This overshadowed another engineering achievement by Cadillac that



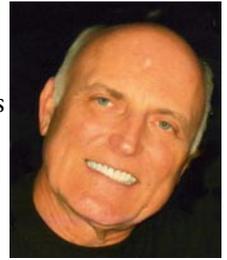
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Minutes of September 9 meeting

by Phil Vrzal



Call to Order/Adjournment/Attendance

Late summer sun reflecting on the six vintage driven by attending members set the scene for this September meeting at the Taylor Cadillac showroom on Central Avenue. This session was called to order at 7:38 by President Bill Shepherd. Ten members and one associate attended. The meeting was adjourned at 9:13.

Approval of minutes from Previous Meeting

Meeting minutes are published in the monthly newsletter. There were no previous minutes that require approval.

Fall Meeting Dates and Venues

The next two meetings are scheduled as dinner meetings.

- The Wednesday, October 14 meeting at 6:30 will be held at Byblos Restaurant, 1050 South Reynolds Road, Toledo
- The Wednesday, November 11 meeting at 6:30 will convene at Rosie's Italian Grille, 606 North McCord Road, Toledo.
- No December meeting will occur due to the holidays.

Open Issues/Old Business

- Robert C. Stahl reported that the '49 Cadillac engine project display completion for the Sixth Annual CLC Museum's Cadillac Fall Festival show remains doubtful due to the effort of matching parts for an exact fit and installation of the cross-over pipe. Bob C. Stahl, Bob W. Stahl, and George Louthan have collectively contributed over 400 man-hours to this project.
- The CLCMRC report was addressed by Alan Haas. The Sixth Annual Cadillac-LaSalle Club Museum's Cadillac Fall Festival is slated for the weekend of September 25–27. Event registrants may participate in a driving tour from Kalamazoo to historical Marshall MI on Friday the 25th. Saturday will feature Cadillac & LaSalle Club class judging for the first time and is expected to draw fans from around the country. The car show, with judging by Concours rules, will be featured on Sunday the 27th.
- The CLCMRC loan of \$250,000 has been reduced to \$114,000. The plan is to pay off the remaining balance and continue to expand. In addition, CLCMRC has sponsored a \$1,000 a philanthropic scholarship at the Gilmore High School.

- Bill Shepherd provided the Treasurer's report for Andrew Shepherd. The current balance is \$1,468.34 as of this meeting. **September is the month for CLC/NWO membership renewals.** An updated membership roster will be available in January 2016.
- Activities VP George Louthan has received a favorable proposal from the Holiday Inn Perrysburg—French Quarter as the venue for the Inter-Regional show at the end of July 2016. A trip to the National Museum of the Great Lakes at the Toledo Maritime Center could be an added attraction.
- The fourteenth annual Taylor Classic Cadillac Show is scheduled for Saturday, September 19, 2015 from 9:30 to 3:30 at the Taylor Cadillac dealership. Thirty-three classic Cadillacs have been pre-registered to date. The dealership will furnish lunch for all participants and guests, participant awards to all registered cars, and best of show awards. Space is limited to fifty cars.

New Business

- Alan Haas will look into the possibility of a post-holiday celebration dinner venue.
- George Louthan is working on an article, the "Auburn (Indiana) Festival Parade—the Rest of the Story."

No other major new business items were discussed.

Minutes respectfully submitted by Phil Vrzal.



Treasurer's Report by Andrew Shepherd

Ending balance August 22	\$1,398.51
Newsletter expense	(\$47.17)
PNC bank fees	(\$26.00)
Taylor show expenses.....	(\$181.25)
Deposits from dues.....	\$385.00
Ending Balance September 21	\$1,529.09

The Editor's Inbox

To: Elden Smith/George Louthan
From: Alan Haas

I very much enjoyed reading the entire newsletter and George's article on Teetor and Perfect Circle in particular.

I was not aware that GM had purchased or owned Perfect Circle. In an effort to satiate my curiosity and enhance my knowledge I "googled" Perfect Circle Company and noted the following.

"On July 1, 1963, Perfect Circle Corporation, with more than 2,900 employees, became a wholly owned subsidiary of Dana Corporation of Toledo, Ohio. Under Dana's leadership innovative research and expansion of Perfect Circle products continued.

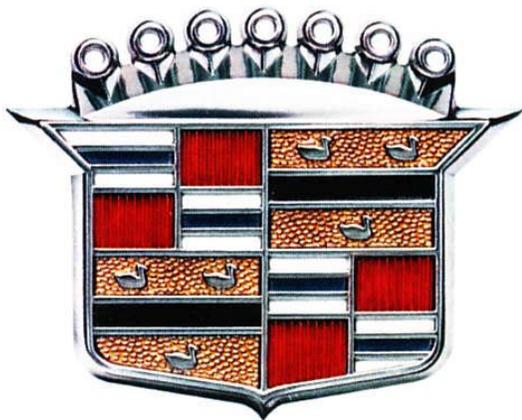
Although Dana maintained the Perfect Circle name and trademark, manufacturing operations...gradually moved from the original Perfect Circle sites to other facilities around the country. Operations ceased in the former corporate center of Hagerstown [Indiana] exactly one hundred years after it all began."

It is interesting that being part of Dana Corporation, Perfect Circle also has some Toledo heritage. Interestingly, the Dana site states that THEY invented the first cruise control used on 1957 Chryslers, even though Dana did not purchase Perfect Circle until 1963. Minor oversight? Also, the Dana site quick corporate synopsis makes no mention of the purchase of Perfect Circle.

To: Alan
From: Elden

Thanks for the added information. I found the website from which you quoted.

The hyperlink to this material is interesting though lengthy. (<http://www.waynet.org/waynet/spotlight/2003/030521-perfectcircle.htm>)



To: Elden Smith
From: Alan Haas

The photo of the Cadillac Motor Car building that you used in my article is actually Cadillac Plant #4 rather than the Clark Avenue plant. The plant is located on Conner Avenue near Detroit City Airport. Cadillac purchased the facility in 1957 and moved the presses from the high bay area of the Clark plant to Plant #4. Cadillac produced sheet metal stampings (hoods, fenders, bumpers, wheelhouses, radiator cradles, etc.), and in later years, the injection molded plastic components at Conner. I have a vintage photo of a lowboy truck moving one of the huge presses onto Michigan Avenue from Clark Avenue with a 1957 Eldorado Brougham in the foreground. (See below.)

The Conner facility...started as a Hudson Motor Car plant. Hudson merged with Nash to form American Motors in the early 1950s. All Hudson operations in Detroit closed and moved to Nash headquarters in Kenosha, Wisconsin. At the same time, Chrysler Corporation purchased the Briggs Body Company. This left Packard Motor Car without a source for bodies.... Packard purchased the Conner plant [to] build 1950s bodies. When Packard merged with Studebaker, all Packard operations moved to South Bend, Indiana.

To: Alan
From: Elden

Thanks for the photo correction. The labeling came from a "googled" source that linked me to the Reuther Library (Wayne State University campus). So it looks like the error was both theirs and mine.



The Editor's Inbox

To: Elden Smith

From: Bob Morrow (mrbentwrench@gmail.com)

Nice surprise to see the picture of the 1935 Cadillac Limo [top] in the newsletter. Thought you might like to know something about it.

It belongs to my good friend Jack Delaigle who lives in Marietta GA. Jack is one of the nicest guys you would ever want to meet. This car is no trailer queen. I first saw it at the GN in Chicago in '97. He has had this car for more than 20 years that I know of and drives it everywhere. He tells me he has accumulated 170,000 miles since it was done. It has a '93 Cadillac Brougham drivetrain, 4-wheel discs, air, stereo, and matching blue velour interior.

The LaSalle [middle] is owned by his friend Mike Kidd and the '30 [bottom], by his friend Jerry Nettleton. They traveled as a group.

To: Bob

From: Elden

Thanks for writing. It is good to hear that someone else drives their old cars rather than letting them collect garage dust.

I had no information about this car as the photographer sent only the pictures and the car's identity. I will pass the information along to Phil Compton who took the picture. I will include your note in the October issue.

Hope all is well with you. Keep CLC/NWO and me informed about your life and times. Will you make it to the Taylor Show on the 19th?

The Cadillac Spotter

Seen behind Tim Horton's at the corner of Dorr and Reynolds was this Catera. Built in Rüsselsheim, Germany by Opel from 1996–2001, about 95,000 of these Cadillacs found homes in American garages. Succeeded by the CTS, its marketing slogan "the Caddy that zigs" proved to be disastrous to its popularity. See the June 2015 issue article "These Cadillacs just needed a little more love." When seen on the street, these take one by surprise.



Dear readers:

I appreciate submitted photographs, but I have a couple of requests.

- When taking pictures at a car show, please (if possible) take a picture of the window card so that I might identify the car and the owner.
- If there is no window card, please tell me what you know about the vehicle so that I can caption the photo with a fair amount of accuracy.

Phil Compton submitted the photos above, but he had no way to identify the cars or the owners. Thanks to our friend Bob Morrow, we now have them labeled. See Phil's clarification about the pics below. His article is in the September issue.

Elden:

I didn't know much about these cars except that they were driven from Georgia. All three were parked in the covered area just in front of the hotel much of the time, and they attracted much attention....

Phil

Eureka!
With tongue in cheek...
a little humor by Elden Smith

Clip the chart below
 and place it in your glove box
 or console.

Auto neophytes:
 to keep from being harassed, try this
 website for at least this subject.
[http://ask.cars.com/2008/07/what-does-
 engine.html](http://ask.cars.com/2008/07/what-does-engine.html)

CID	C.C.	Liter		CID	C.C.	Liter		CID	C.C.	Liter
61	1000	1.0		255	4179	4.2		466	7638	7.6
92	1500	1.5		258	4229	4.2		475	7785	7.8
98	1606	1.6		260	4261	4.3		495	8113	8.1
105	1721	1.7		265	4343	4.3		500	8195	8.2
112	1836	1.8		267	4376	4.4		504	8261	8.3
121	1983	2.0		292	4786	4.8		525	8605	8.6
122	2000	2.0		300	4917	4.9		551	9031	9.0
134	2196	2.2		301	4933	4.9		552	9047	9.0
135	2213	2.2		302	4949	5.0		555	9096	9.1
140	2295	2.3		304	4983	5.0		568	9310	9.3
151	2475	2.5		305	4999	5.0		611	10014	10.0
156	2557	2.6		307	5032	5.0		636	10424	10.4
159	2606	2.6		318	5212	5.2		638	10457	10.5
170	2786	2.8		350	5736	5.7		672	11014	11.0
171	2803	2.8		351	5753	5.8		673	11030	11.0
173	2835	2.8		359	5884	5.9		707	11588	11.6
181	2967	3.0		360	5900	5.9		736	12036	12.0
196	3212	3.2		368	6032	6.0		743	12178	12.2
200	3278	3.3		378	6195	6.2		852	13964	13.9
212	3475	3.5		379	6212	6.2		855	14013	14.0
225	3688	3.7		400	6556	6.6		864	14161	14.2
229	3753	3.8		403	6605	6.6		866	14194	14.2
231	3786	3.8		420	6884	6.9		893	14636	14.6
232	3802	3.8		425	6966	7.0		903	14800	14.8
238	3901	3.9		426	6982	7.0		927	15193	15.2
250	4097	4.1		454	7447	7.4		1099	18013	18.0
252	4130	4.1		460	7539	7.5		1150	18848	18.8

http://www.quadratec.com/jeep_knowledgebase/article-81.htm

PERHAPS THESE CONVERSATIONS TOOK PLACE at a car show because the sun's intense heat made five of us a bit goofy. It started with a discussion about the relationship between engine displacement, horsepower, and torque. The real origin was the volume of some engines or their mufflers.

These might have been great topics had any one of us really known what we were talking about. Being the only Cadillac guy in the group, I had to get the best of the Mopar dudes.

I had not studied physics since 1960, so I was "flying by the seat of my pants." With any sense, I would have recalled a famous quotation (that I also had not

studied since about 1960).

"A little learning is a dang'rous thing;
 Drink deep, or taste not
 the Pierian spring..."

—An Essay on Criticism by Alexander Pope

The Mopar dudes wondered how to convert engine sizes in liter measurement to engine sizes in cubic inch measurement. That is when and why temptation overwhelmed me and caused me to suggest that the only accurate measurement of displacement would result from submerging the engine in water and measuring how many cubic units of any kind would result. Nobody noticed that engine displacement measures the total volume of all the *cylinders* in an engine and not the entire *block*!

Archimedes might have had a moment of amused pride in this aging student. After all, he did say,

"Any object, wholly or partially
 immersed in a fluid,
 is buoyed up by a force equal to
 the weight of the fluid
 displaced by the object."

—Archimedes (287 BC–212 BC) of Syracuse

On the left is a table to compare engine sizes. Curiously enough, from the large number of these tables on the Internet, I chose this one from a Jeep-related website—simple and inclusive. For full information, consult the website listed below the table.

Lubrication charts—chassis maintenance sure isn't what it used to be
 reprinted from *Hemmings Daily*, August 20, 2015

by **Richard Lentinello** (Executive Editor, *Hemmings Classic Cars*)

GREASE GUNS MUST HAVE BEEN REAL POPULAR YEARS AGO. Without them, the roads would have been strewn with automobiles and trucks that had come to a grinding halt due to poor lubrication maintenance. During those prewar years, grease was the life blood of an automobile.

As shown in this...chart for a 1936 Cadillac, there were a dozen-plus points on a car's chassis that had to be lubricated regularly. These were the days before sealed-for-life bearings, universal joints, trunnions, and bushings. So a quick pump of grease into the many zerker fittings was all that was needed to keep a car's driveline and suspension running smoothly.

The list of parts that needed periodic greasing was fairly extensive. They were: Steering U-joints, stub axles, front and rear wheel hubs, axle tubes, water pumps, castor rods, tie rods, ball joints, universal joints, prop shafts, spring shackles, pedal shafts, clutch release forks,

steering box, brake cables, and the distributor shaft. And depending on the specific car and the design of its chassis and suspension, there were might be several other components that needed to be greased regularly.

So, just how often did "regularly" mean? Well, certain components such as the shackles and saddles on leaf springs, as well as the tie rods and steering knuckles, needed to be lubricated every 250 miles, mechanical brake components and the distributor shaft, every 500 miles. Even major components such as the transmission and differential needed their oil changed every 1,000 and 2,000 miles, respectively. Because most engines back then were not equipped with oil filters, the oil got dirty very fast, and had to be changed every 1,500 to 2,000 miles as well. No wonder it was such a breakthrough when Mobil introduced its synthetic oil that would last 25,000 miles.

See the complete article and larger illustration at:
<http://blog.hemmings.com/?s=lubrication+charts>

CADILLAC LUBRICATION CHART

Photo from author's book collection

CAUTION: *Never run the engine in a small closed garage.*
 Check the engine oil every 150 miles

Rear Spring Shackles
 2 each side
 Apply chassis lubricant to connections, with grease guns.
 Every 1000 miles

Storage Battery
 Add distilled water to bring level up to bottom of filler tubes.
 Every 1000 miles
 In warm weather check level every two weeks.

Pedal Shaft and Connections
 Apply engine oil with oil can to holes in pedals and to all clevises.
 Every 1000 miles

Clutch Release Fork
 Refill grease cup with wheel bearing grease and turn down.
 Every 1000 miles

Steering Gear
 Add steering gear lubricant to bring level up to filler.
 Every 3000 miles

Engine Oil Filler
 Check oil level and add oil as required.
 Every 150 miles
 Drain crankcase and refill with oil of correct grade.
 Every 2000 miles

Front Wheel Bearings
 Each front wheel
 Remove bearings, clean, repack with wheel bearing lubricant and readjust.
 Every 6000 miles

Carburetor Air Cleaner
 Remove filtering unit, clean in gasoline, dip in SAE 50 engine oil and reinstall.
 Every 2000 miles

Body Hardware
 Apply a few drops of light oil to door hinges and apply a small amount of vaseline to all door striker plates and wedges.
 Every 1000 miles

Rear Axle
 Add rear axle lubricant to bring level up to filler hole.
 Every 3000 miles
 Change to winter grade lubricant for cool weather.

Universal Joint Splines
 Apply chassis lubricant to connection with grease gun.
 Every 1000 miles

Transmission
 Add transmission lubricant to bring level up to filler hole.
 Every 3000 miles
 Change to winter grade lubricant for cool weather.

Timer-Distributor
 Apply water pump lubricant with grease gun.
 Every 1000 miles

Starter and Generator
 1 oil cup on starter
 2 on generator
 Apply a few drops of engine oil with oil can.
 Every 1000 miles

Water Pump
 Remove fitting and apply water pump lubricant with gun.
 Every 1000 miles

Front Wheel Suspension
 20 points under chassis
 Apply chassis lubricant to connections with grease gun.
 Every 1000 miles

Firemist Colors

(AVAILABLE ON ALL CARS
AT EXTRA CHARGE)

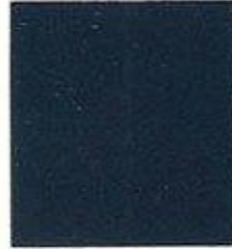
1970 Cadillac COLOR SELECTIONS



90 SPARTACUS BLUE FIREMIST



11 COTILLION WHITE



29 CONDOR BLUE



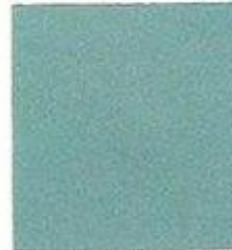
59 BAYBERRY



93 LUCERNE AQUA FIREMIST



14 PATINA SILVER



34 ADRIATIC TURQUOISE



64 SAUTERNE



94 REGENCY BRONZE FIREMIST



18 PHANTOM GRAY



69 DARK WALNUT



95 CINNAMON FIREMIST



96 NOTTINGHAM GREEN FIREMIST



19 SABLE BLACK



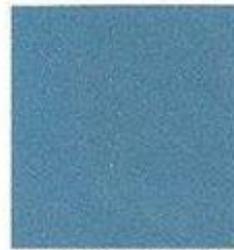
49 GLENMORE GREEN



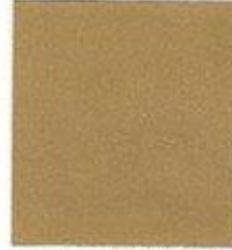
74 SAN MATEO RED



97 BRIARWOOD FIREMIST



24 CORINTHIAN BLUE



54 BYZANTINE GOLD



79 MONARCH BURGUNDY



99 CHATEAU MAUVE FIREMIST

***Northwest Ohio Region
of
Cadillac Lasalle Club Inc.***
Membership Application/Renewal

Name _____

Associate Name _____

Address _____

City/Town _____ State/Province _____ Zip _____

Home Phone _____ Cell Phone _____

Work Phone _____ Email _____

CLC Membership Number* _____

Check: 1 Year \$30
 2 Years \$58
 3 Years \$87

Check appropriate box(es) for era of Cadillac/Lasalle owned.
(to see specific models by owner, reference national directory)

1903–1915

1960–1969

1916–1929

1970–1979

1930–1942

1980–1999

1946–1959

2000–Present

Make check payable to:
Northwest Ohio Region of CLC

Return to: Andrew Shepherd
8310 Garden Road
Maumee, OH 43537

*National CLC membership required.

Find application form at:

http://www.cadillaclasalleclub.org/wp-content/uploads/2014/07/CLC_membership_application.pdf



Classified plus stuff that fits no place else—

- **2007 Cadillac DTS.** Champagne w/tan leather, 85,000 miles, new tires, Florida car until July 2013, \$10,000. Alan Haas, 419-472-5396.
- **1968 Cadillac Camper** built by Superior Coach Company, Hamburg NY

472 cid motor, Turbo 400 transmission, 3.73 Dana 70 series rear end. New crankshaft, lifters, timing gear, timing chain, radiator. Three-battery system—one car battery and two deep-cell batteries. Refrigerator with small freezer, 3-burner stove. Twenty gallon pressurized water tank, 30-gallon wastewater tank, bathroom with toilet, 30-pound LP tank. Furnace. Sleeps 5. Call for more information. \$12,500 OBO. Call Bob Stahl at 517-486-4818.



- **Indoor car storage available.** Two locations in Whitehouse and West Toledo. For all questions, call Andrew Shepherd at 419-349-5692.
- **1978 Seville.** The description sounds like a “barn find.” The car has not been driven in a number of years. The 350 gas engine has been converted to carburetor. The body is complete with some rust. It could be had for about salvage value. Prefer it go for parts rather than scrap it. Call 248-939-6732. Paul Peters, South Lyon MI. CLC/NWO reference: Alan Haas.

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



- **1951 Cadillac Series 62 4-door sedan.** Original interior, new jet-black paint, new tires, rebuilt engine. Runs great. \$25,000 OBO. CLC/NWO reference: Mike MacAllister for Len Gallagher (419-478-1140) or Pat Gallagher (419-392-4170). Picture below.



- **1941 NOS DELCO** unopened ignition parts \$60: points, condenser, rotor, distributor cap. Bob Morrow, mrbentwrench@gmail.com
- **1977 Olds Toronado.** All original from Washington State—rust free, second owner. New tires, alternator, fender fillers. No leaks. A dream to drive. \$3,500 or best offer. John Nagel 419-508-0242

