



NORTHWEST OHIO REGION

Cadillac & LaSalle Club Northwest Ohio Region News

August 2012

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**CLC/NWO Region
Officers and Board Members**

**On the cover: 1955 a winning year
by Elden Smith**

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I KNOW BETTER THAN TO TRY TO NAME PERSONS PRESENT FROM MEMORY, SO I WILL OMIT NAMES. An impressive number of CLC/NWO members attended the Second Annual Vintage Car Show from such a small region as ours.

This comes with an apology to people and Cadillacs that I missed counting. Ten owners came in ten Cadillacs. Four CLC members showed up without Cadillacs. Two brought vintage cars other than Cadillacs. That makes sixteen CLC/NWO members present on the show field!

We salute our president, George Louthan, for a superb job in planning, organizing, and hosting this event. We also congratulate Steve Kasprzak for another fine showing with his 1955 Series 62 Coupe Deville. Steve won both the Best of Class award and the second place Best of Show trophy. Steve's car appears on the cover and on this page. Most of the show cars appear in pictures on pages 10–11. The club thanks John Nagel for taking these pictures.



In this issue...

Officers, Board Members	2
On the cover: 1955 a winning year	2
President's Message.....	3
Editor's Pages: When the top goes down... ..	4–5
2012 GN memories.....	6–8
More about GN and St. Augustine.....	9
All Vintage Car Show pictures mean success	10–11
Preview of the 2013 Cadillac ATS	12
Treasurer's Report	12
The Editor's Inbox.....	13
Dates to save	13
The Taylor Cadillac Show registration form.....	14
Selected Cruises and Shows	15
Classified.....	16

President's Message

by George Louthan

AGHAST, IT'S AUGUST ALREADY. The summer is over half gone for this year and I have only finished a small portion of my personal goals for the summer. Not to complain, as I have enjoyed all that I have done this year, hope yours has been enjoyable also. We have attended several shows, Parkway Friday night cruises, Village Shopping Center cruise-in, Bowling Green Street Cruise, and The Browning Festival and Cruise at Waterville. So many to choose from it hard to decide sometimes. The home projects continue at a slow and interrupted pace.

Toledo Vintage Show.

If you noticed I did not mention the Toledo Vintage Show above as it has special meaning to me. We started this show last year as a venue dedicated strictly to un-restored and restored vehicles. Not knowing where this would go, we started with sixty-two cars last year. This year we expanded to seventy-three cars of outstanding quality along with several sponsors and door prize contributors. I would say that the comments were 98% positive and I believe that shows a positive gain in interest. One gentleman said to me "if I knew it was going to be this good I would have brought more friends with me." Trophies were awarded to eleven classes along with three best of show awards. The NWO region was represented by ten entries with Steve Kasprzak winning a class award along with second place Best Of Show for his 1955 Coupe Deville. I personally want to thank all in the region that volunteered for placing cars and Phil Vrzal for manning the registration desk. A special thanks to Steve Taylor and Ford Cauffiel for being major sponsors. Next year I look forward to an expanded field and more sponsors as the show grows in popularity.



The Taylor Show

The Taylor Show on (Saturday September 15) is off and running with many pre-registrations in already, and we just started advertising. If you have not yet registered please do so as this is our region's major project and we need a good showing. As you know space is limited and there are already cars from Cleveland, Cincinnati and Detroit registering. Don't get left out. As always Steve Taylor and The Taylor Group will be gracious hosts with awards for all entrants and a great lunch—all free of charge. You can't beat that and it leaves few excuses for not attending, unless your wife is delivering that day. Even at that, we might find someone to hold her hand while you come to the show.

Grand National

We had several members in attendance (I believe five). Special recognition is to be given to fellow members Duke Gercke for his 1959 Cadillac convertible winning first place in P18 class and Jerry and Janet Steinart winning a second place in Senior Wreath class.

Woodward Cruise

Anyone interested in parking space with fellow CLC members, contact Neil Reichard at hneil8833@hotmail.com. This is a great deal—for \$30 you get an all day pass on the Woodward Avenue strip.

October tour

I'm still working on a touring event for October so stay tuned for details.

Dues.

Don't forget your annual 2012–2013 dues are due starting September 1.

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

George L.
NWO/CLC director



The Editor's Page: When the top goes down...

by Elden Smith



UNTIL 1910, THE CONVERTIBLE was the primary auto body style in the United States. Fisher Body designed and built the first closed-body car of US manufacture for the 1910 Cadillac. With it, the closed body became the standard body design in this country although closed bodies had been around since the earliest days of motoring.

Henry Leland, founder of Cadillac, drove a 1905 one-cylinder, two-passenger Cadillac, named Osceola—a closed car. Leland, who drove his cars as hard as he did his employees, occasionally flipped Osceola on its side. Legend says that family members persuaded Cadillac personnel to tune Osceola down to prevent injury to Leland or to others. The story goes on that Leland would discover this safety measure and retune Osceola to suit himself.

The biggest problem with early closed-body cars was the that top was made of leather rather than steel. Structural design and the dies necessary to produce strong steel tops did not happen in the United States until 1936 (by popular belief). Tops before 1936 had a square or rectangular leather insert. Some had full leather coverings. Both of these concealed wooden stays. Henry Ford with the designers and engineers of Ford Motor Company solved the problem and the solid steel top made its appearance in 1936—according to the Motor Muster pass-in-review announcers.

A preservative kept the leather tops soft, pliable, and waterproof. Many owners used neatsfoot oil to accomplish this purpose. This was oil produced by rendering shinbones and feet (but not hooves) of cattle. During my childhood, folks caught unprepared by the shortages and rationing of World War II kept their early 1930s cars. It seemed like an annual ritual for old car owners to coat their leather-top cars with this smelly preparation.

In our recent stretch of 90° temperatures, I enjoy my convertible before the mid-day heat or after the sun goes down. Occasionally, I have been tempted to close the top and enjoy the air conditioning. Until 2003, I owned t-top or moon/sunroof vehicles but never a true convertible. For the past ten model years, I have basked in the joy and sometimes the aggravation of owning a real ragtop. Now I am making up for time lost since my 1955 Pontiac. Clearly, in my taste, the joys of open-air motoring outweigh the inconveniences. I have the feeling that I am not unique among our readers.

I do not want to become too historical with my open-body cars, however. Heaters, air conditioners, and glass will continue to be my preferences. If this persuades you to shop for a convertible, remember the timeworn adage: when the top goes down, the price goes up.

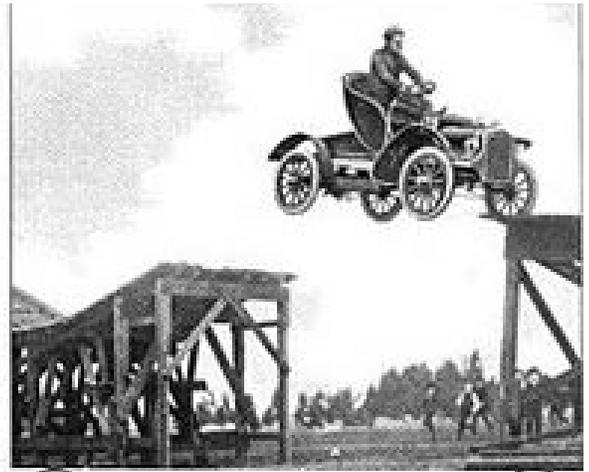
No matter what we drive, this is a terrific summer to enjoy our collector cars. Drive safely!



Most pictures on these two pages appear in various articles on Wikipedia.com—an online encyclopedia.

Below, Henry Leland with his Osceola.





That the structural strength of the Cadillac is much greater than ordinary service requires is shown in the fact that this machine was the only one found to stand the strain of "Leaping the Gap," as pictured above. Either the axles or frame of all other machines tried bent under the heavy impact. With the

CADILLAC

Runabout shown (a regular stock car) the performer is making repeated trips without the slightest damage to his machine.

While this proves nothing to the person who wants an automobile to meet ordinary conditions of road travel, it does show that the strength of the Cadillac is never-faded wanting, no matter what the test.

This and the many other sterling qualities of the Cadillac will be cheerfully demonstrated by your nearest dealer, whose address we will send upon request. Let us also send our illustrated Booklet "S."

- Model H, 10 h.p. Runabout (shown above), \$1750
 - Model H, Light Touring Car, - - - \$4150
 - Model H, 30 h.p. Touring Car, - - - \$12,500
- All prices f.o.b. Detroit. Lamps not included.

Cadillac Motor Car Co.
Detroit, Mich.
Walter D. L. & Co.

Above, a 1906 Cadillac advertisement;
 Top left, a 2006 Cadillac XLR with retractable top;
 Middle left, a 1903 Cadillac Model A;
 Bottom left, a 1929 Cadillac with a fixed top.

2012 Grand National Remembrances

by Duke Gercke



In June, I drove my newly restored 1959 convertible to the Cadillac Grand National Meet in St. Augustine, Florida. The first stop was the Cincinnati Concours, which is the second oldest in the country after Pebble Beach.

The convertible was entered in the Collector American 1946–1968 class, along with sixteen other cars. It received a class distinction award which made it the third A-ranked car after two very low production foreign-made models—1957 Dual Gia and a 1954 Kaiser Darrin. Also, Wayne Turner of the Buckeye Region showed his 1948 Cadillac convertible. The Cadillac drew a steady crowd of viewers all day long and, while I always consider the post war American cars as just filler at these events, the crowds are always heavy around them. I think we did gain two future collectors.

Then, on to Florida with an overnight stop near Knoxville. I stayed a couple of days at my daughter's in Orange Park, FL and, while there, changed the wheels on the car. Last Thanksgiving I had hauled a set of wheels with the correct bias tires mounted on them so I could drive the convertible to Florida using radial tires, and then easily change to the bias tires for judging at the show. The car rides and handles very well with the bias tires with the only shortcoming being a tendency for them to wander when they meet a ridge or joint in the road. I believe that the poor handling, often blamed on bias tires, is, in fact, mostly caused by worn springs and out of spec standing height.

The Grand National was held at the PGA World Golf Village. This is a complex with golf courses, condos, convention center, and hotel located by itself at an interstate exit. The Internet service was unbelievably bad and people staying at a nearby Quality Inn liked the rooms and service there better. I thought the accommodations were fine and liked the compactness of the facility. We did not eat at the hotel but spent most of our time touring and dining in the “Old Town,” about 20 miles away. We toured the lighthouse with 229 steps, and the Alligator Farm (not too impressive).

Pictures at left show cars that the Gerckes encountered at the Cincinnati Concours (top two views). The bottom two views show the hotel facilities that housed the 2012 Grand National.

2012 Grand National Remembrances (continued)

The show field was on the parking lot adjacent to the hotel/convention center complex. Very convenient. There were more than 150 cars representing a full range of Cadillacs. I was particularly impressed that there were five 1957–58 Eldorado Broughams at the show, one of which won best of show. Judging was meticulous, as usual, some might say knit-picking, but I was ready for them and the '59 convertible received a first place. But it didn't stop there. I was unexpectedly surprised when our own Phil Compton gave the convocation at the banquet. Excellent.

I changed back to the radial tires for the trip home, driving straight through. One very unexpected highlight on the way home. I stopped for brunch at the Waffle House in Orangeburg, SC and was approached by an old (my senior) man who insisted that I drive to his home to see his two 1959 Cadillacs. I was somewhat reluctant, not knowing what I was getting into, but did follow him. We drove about two miles and then through his pastures and orchards. He has 550 acres left after the interstate went through his property. 93-year-old Robert Hubbard bought the blue Series 62, six-window sedan new in 1959, with no power options. The black and white identical car, but with power windows, he bought in the 70s and used as a daily driver until recently.



Above Duke and Donna Gercke and friends take in the flavor of the Grand National surroundings. Top two views on right show the judges with their clipboards in hand. The third photo demonstrates that Cadillacs of all ages come to the GN. Bottom right is 93-year-old, Robert Hubbard with his 1959s.

2012 Grand National Remembrances (continued)
more pictures by Duke and Donna Gercke



Left, the convention center.
Right, the lighthouse with 229 steps
Center left, the Alligator Farm.
Center right some of the 229 steps.
Bottom left, the harbor view.
Bottom right, Orangeburg, S.C. on
the way to see two 1959 Cadillacs.



Another report on the St. Augustine Grand National

by Philip Compton

If you have never attended a CLC Grand National, you should. This year it was held at St. Augustine, FL. We left Ada on Monday, June 11 and drove to Charlotte, NC for the night. We dined out with a good friend and recent ONU grad. It rained off and on most of the trip. We left Charlotte in the rain and when we hit I-95, it was like driving through a car wash for about 30 miles. Thank God, we drove our 2011 DTS—more about that later. We arrived at our hotel in St. Augustine at 6:12pm on 6-12-12, and our room number was 612 and this is LaDonna's birthday. Go figure!

Wednesday morning, we joined the tour of the Castillo De San Marcos, a 1652 Spanish fort at the port of St. Augustine—very interesting. It survived two British sieges. From there we went to the Lightner Museum. It is located in the old Alcazar Hotel. Mr. Lightner purchased the hotel and moved his entire collection of collections from Chicago into the four-level hotel. Lunch was in a nice café in the former hotel pool area.

Wednesday evening was the opening reception. On display was a 1996 Concours that was to be auctioned off that evening, a red 2013 ATS, and a gorgeous black 2013 XTS. Paul Ayres got the Concours for \$5000 and he immediately sold it—with two offers. All proceeds went to the CLC museum.

Thursday, we went with the group to the Daytona Speedway. They needed a minimum of 50 cars to sign up in order to drive our cars on the track, but only 27 signed up so we decided not to drive our '88 Eldorado. But we were treated to a first class tour by a CLC member who works there. The track at the start/finish line is 18° making it fun to walk on. At turn one, the track is at 33°. Try that at 200 mph. Actually, Indy cars cannot run on this track. They just fly off. We were told that you could drive it at 40 mph, but it would be very uncomfortable. The minimum suggested speed is 90 mph. We had our picture taken at the Gatorade Victory podium, toured the infield dining room, the drivers information area and the garages. We then went up to the sixth floor press area—what a view. They even fed

us lunch. On Friday, some CLC participants were able to ride along with a pro-driver—three laps at 200 mph at \$145 per person—too much for our budget but those who went found it quite a thrill.

From Daytona, we drove the A1A with a great view of the ocean up to Flagler Beach where my aunt and two cousins live. We spent a wonderful evening with them.

Friday morning we went into St. Augustine on our own. We went to the Ripley's Believe It or Not museum—also very interesting. We tried to eat at Harry's restaurant, but couldn't find a place to park, so we ate at Barnacle Bill's—very good food. That evening, we went with a group to the Fountain of Youth—again very interesting. We learned about how the explorers navigated by the stars—their GPS system. We drank the water, but I don't feel any younger. We then went to dinner at the Columbia, a very old Spanish restaurant. Good food, lovely atmosphere.

Saturday morning I went to the judge's breakfast while everyone else detailed their cars. For most of the week, the weather was fine—with little rain. But it rained for about 20 minutes during breakfast and everyone was busy wiping down their cars before the judging. There were not that many cars this year in the show, but those that were there were beautiful. The oldest was a 1912. There were six '57-'58 Eldorado Broughams. The long distance driver was a 1962 Coupe de Ville from Seattle, WA. This car is much like the 1963 Coupe owned by Bill Van Luen. We were stunned to read Peg's obituary on the bulletin board. She will be missed.

Again, this year I was honored to give the invocation at the Awards Banquet. There were people from six other countries, and thirty-eight states were represented. Our Indiana friends, Bob and Judy Edrington took home two awards for their 1981 Brougham—best post war original and third place in touring. Duke Gercke took home a first place award for their 1959 convertible, Paul Ayers received the Lifetime Achievement Award, and Jerry and Janet Steinard received a second place Senior Wreath 5 (1950–1976). Congratulations to all!

Sunday morning we left for Ohio with an evening stopover in Princeton, WV. Next year's Grand National will be in Quincy, MA—outside of Boston. Hope to see you all there.

A rear-view of the Second All-Vintage Car Show, July 21
Pictures by John Nagel



More rear-views of the Second All-Vintage Car Show, July 21
Pictures by John Nagel



***Performance-driven compact luxury sedan sprints from 0 to 60 in 5.4 seconds
forwarded from the Internet by Alan Haas***

DETROIT—Like an athlete training for a major competition, **Cadillac is completing its preparations for the all-new 2013 ATS**, including finalizing key performance specifications. The ATS with the 2.5L engine and automatic transmission has an official base curb weight of 3,315 lbs.—making it the lightest vehicle in the US segment that includes the BMW 3-Series, Mercedes-Benz C-Class and Audi A4.

The all-new compact luxury sport sedan translates mass efficiency into nimble, quick performance. The 3,461-lb. rear-wheel-drive ATS achieves 0-60 mph acceleration in 5.4 seconds—among the fastest in its segment compared to mainstream competitor variants—when equipped with a 3.6L V-6 and six-speed automatic transmission.

“Being quick and agile are highly valued qualities in the compact luxury sport sedan segment,” said David Masch, ATS chief engineer. “We designed and engineered ATS’s all-new vehicle architecture to deliver a spirited driving experience that builds on Cadillac’s sport heritage and success with its performance-tuned CTS-V.”

The lightweight construction combines with sleek aerodynamics and other efficient engineering techniques to enable excellent, GM-estimated fuel economy of 32 mpg highway and 22 mpg in city driving for the 2.5L and 2.0L turbo (EPA estimates are not yet available).

An aluminum hood and front suspension parts, magnesium engine mount brackets and natural-fiber door trim panels contribute to ATS’s lightweight. The ATS development team also reduced weight in the rear suspension by using specially engineered straight steel links with mass-reducing holes instead of aluminum.

ATS’s performance also benefited from efficient 50-50 mass distribution between the front and rear. ATS’s segment-leading lower curb weight enabled the use of optimized high-strength aluminum 18-inch wheel

forgings and front Brembo brakes that deliver a 60-0 stopping distance of approximately 129 feet.

ATS also uses an acoustically laminated windshield and side windows that are lighter than standard tempered glass and provide better wind and powertrain noise reduction for a quiet interior. Acoustically laminated glass also offers almost double the amount of ultraviolet ray protection.

“With the ATS, Cadillac set out to deliver a leading compact luxury sport sedan that would be fun to drive year-round, while providing all of the amenities and advanced technologies that luxury car buyers expect,” said Don Butler, U.S. vice-president of Cadillac Marketing. “ATS provides a new entryway to Cadillac for luxury car buyers, and strives to become a compelling challenger in a segment dominated by Europeans. The only way to achieve that mission was to create an excellent driver’s car.”

ATS with an efficient 2.5L engine and next-generation six-speed transmission will be priced starting at \$33,990, including destination charges (excluding tax, title, license and dealer fees).

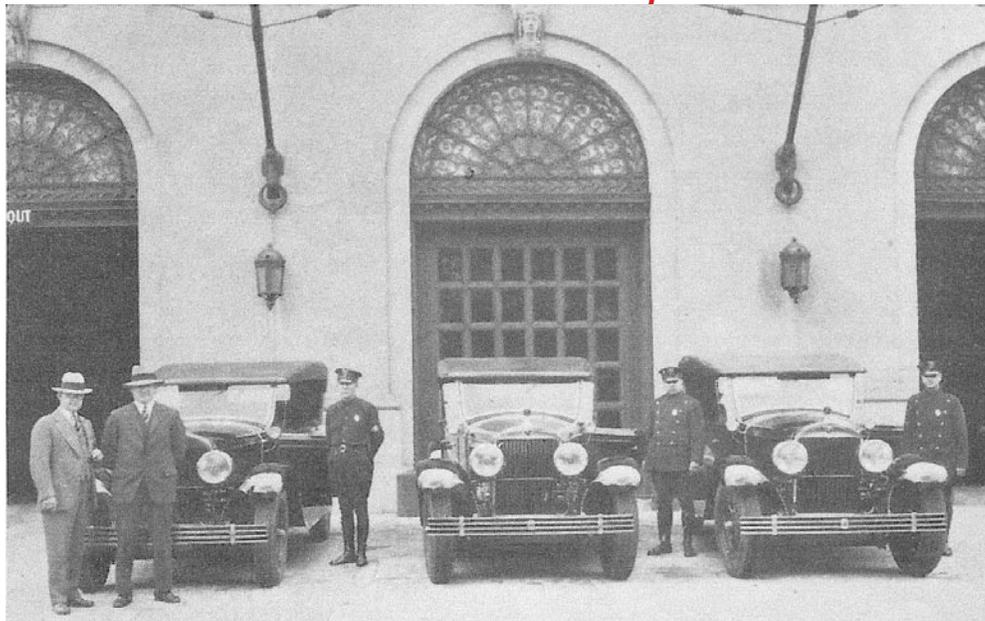
The standard lightweight and powerful 2.0L turbocharged model is priced at \$35,795, including destination (excluding tax, title, license and dealer fees) and will offer automatic and manual transmissions, and rear- or all-wheel drive.

Topping the engine range is a 3.6L V-6 with a preliminary rating of 321 horsepower, costing \$42,090 including destination (excluding tax, title, license, and dealer fees) with an automatic transmission and standard content that includes the Cadillac User Experience (CUE), a comprehensive, in-vehicle user experience; leather seating surfaces are included as well as eight-way power front seats plus two-way power lumbar, adaptive remote start, and more. All-wheel drive also is available.

***Treasurer’s Report
by Duke Gercke***

Balance on May 11, 2012	\$1119.30
Auction at May meeting	\$81.00
Donation to Vintage Show.....	-\$50.00
Newsletter expenses for June.....	-\$61.05
Balance on June 9, 2012.....	\$1089.25
Newsletter expenses for July.....	-\$88.79
Balance on July 11, 2012.....	\$1000.46

Editor opens the inbox...



A picture illustrating three Cadillac touring cars purchased by the Toledo Police Department which emphasizes the business that is obtainable from municipal centres. On the extreme left can be seen H. R. Henry, Manager of the Towell Cadillac Company, Toledo, from whom the cars were bought, next to him is Police Chief H. Jennings

Municipal Business Goes to Towell Cadillac Co., Toledo

MORE MUNICIPAL business has recently gone to the Towell Cadillac Company of Toledo in the form of three touring cars ordered by the Toledo Police Department, and a seven-passenger Sedan purchased by the Lucas County Board of Commissioners for the use of Sheriff C. G. Emmert.

The Toledo Police Department has long been a user of Cadillac cars and has retained its old Cadillacs that have been in service for five, six and seven years respectively, and discarded four or five cars that have been purchased in the last two years but which have worn out under the excessive use that they have been given.

These sales emphasize once more the business that is to be obtained in the county and municipal field.

Above: Alan Haas submitted the photograph above and the accompanying article to its right. These were published in the Clearing House, a bulletin of the Cadillac Organization, July 7, 1927.

Below: Submitted by an anonymous contributor via the Internet.



Save These Dates Now For Future Club Activities!

August 15, Wednesday Membership meeting..... Taylor Cadillac, 6100 West Central Avenue
September 12, Wednesday Membership meeting..... Taylor Cadillac, 6100 West Central Avenue
September 15, Saturday Taylor Cadillac Show and Membership meeting..... 6100 West Central Avenue
October or November Crank Down Tour TBA..... TBA



The tradition continues... Eleventh Annual



Taylor Classic Cadillac Show

This show is limited to Cadillacs and LaSalles, 1902–1999.

Don't miss the opportunity to participate in this exclusive show at this superb dealership.

Sponsored by Taylor Cadillac, Inc.
Northwest Ohio Region/Cadillac LaSalle Club

Saturday, September 15
9:30 to 3:30

Place: Taylor Cadillac Showroom
6100 West Central Avenue, Toledo
(One block East of US 23, I-475)

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 50 cars.

Make your reservation early to assure your space and confirm your luncheon participation.
Contact: George Louthan at 419-382-7820 or gelouthan@att.net

Mail registration form to:
George Louthan, 2754 Bradford Drive, Toledo OH 43614

Name _____

Phone _____ E-Mail _____

Street address _____ City _____

Year _____ Make _____ Model _____

Club _____ Number attending lunch _____

Selected cruises in Toledo metro area

There are too many cruise nights throughout Northwest Ohio and Southeast Michigan to list them all. Hours are 6–8 (or dark) unless otherwise indicated below.

Monday

- Mayberry Dream Cruises, first Monday of June, July, August, and September.
- Woodville Mall, every Monday night from May 7 through October 8.

Tuesday

- Olivet Lutheran Church, Monroe Street, Sylvania (next to Dave White Chevrolet), second Tuesday of each month, June 12, July 10, August 14, and September 11, 5:00–9:00.
- Applebee's, 2825 Glendale, weekly April 24 until the end of October, weather permitting.
- Wauseon downtown, May 8 through August 28.
- First and third Tuesdays each month through September. Cousino's Steakhouse, 1842 Woodville Road, Oregon.

Wednesday

- Ralphie's, 6609 Airport Highway, the last Wednesday of the month, May through September.
- Bob Evans and Mathews Ford on Navarre Avenue, Oregon, alternating Wednesdays, starting May 16, through August 22.

Thursday

- Stormin' Norman's North store, Alexis and Lewis (the old Rocky's), the second and fourth Thursday of the month, starting May 10 from 6–8.
- Toledo Speedway, 5625 Benore Road, first and third Thursday of the month, starting May 3.
- Blissfield, South Lane Street, 5:00–8:00, second Thursday of the month. Check-in starts at 4:00 at Lane and Jefferson.

Friday

- Parkway Plaza in Maumee

Saturday

- Wendy's, 26630 Dixie Highway, Perrysburg, weekly starting June 9.
- Fallen Timbers Mall: June 9, July 7, August 11, September 8. 3:00–6:00, live bands 6:15–8:15.

Selected shows in Toledo metro area

Saturday, August 4

Wood County Fair Car Show

Registration: 10:00–Noon, Show: Noon–3:00, Junior Fair Building parking lot. Show is free to all attendees with fair admission.

Saturday, August 4

Downtown Perrysburg

9:00–3:00 nearly 300 classic antique and specialty cars.

Thursday, August 9

Spring Meadows Senior Care, Holland, Cruise 6:00–8:00 at 1125 Clarion, off McCord, North of Airport Highway.

Saturday, August 11

Car Show And Dance At Centennial Terrace, Car Show 5:00–7:00

Saturday, August 11

Little Sisters of the Poor Car Show & Motorcycle Run Pre-registration \$10, day of show \$15. Begins 9:00. Contact 419-698-4331 x110 for more information.

Sunday, August 12

AAA of Northwest Ohio, 7150 West Central Avenue Pre-registered cars arrive 8:30–9:30 day of show. Day of show registration cars arrive after 9:30 until the lot reaches capacity of 275 cars. Registration day of show \$10.

Sunday, August 12

Elmore Car Show Sunday, 12:00–4:00, Ory Park in downtown. Registration \$10

Saturday, August 18

Swanton Corn Festival Car Show, rain or shine at Swanton Memorial Park, Main Street, in Swanton. Register 9:00–12:00

Saturday, August 18

Car Tunes on Main in Findlay

Registration 12:00–7:00. Community cruise 12:00–4:00. Downtown car show 4:00–9:00.

Sunday, August 19

Regency Plaza, Sylvania Township, Central and McCord. Free registration from 10:00–12:00, show until 2:00.



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



Above:

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



Above:

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

Editor's note:

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

Classified

Parts and literature

- 8 /55s, 8/58s, 4/67s, all in good, not perfect condition. No dents @ \$25 each, 81–84 Fleetwood and DeVille optional color coded fin caps, brand new in packaging, one set of four in silver accent and one set of four in yellow accent, sold in sets of four only; \$300 per set.
- Four new 79 DeVille hubcaps, \$200.00 for the set
Call George Louthan at (419) 382-7820.

Car for sale

- 1987 Allante (both tops) 125,000 miles, \$4500 OBO (picture below). Contact Al Baker at 419-787-3787.



John Deere for sale. Runs good but missing steering wheel and seat. Ideal for the person who has lost his butt and doesn't know which way to turn.

—via the Internet