



NORTHWEST OHIO REGION

Cadillac & LaSalle Club *Northwest Ohio Region News*

November 2012

Volume 5, Number 11



Bob Stahl took this picture at the Gilmore Car Museum Driving Tour, September 22-23

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**Cover: beautiful LaSalle visits Gilmore
by Elden Smith**

THE SEPTEMBER 2012 ISSUE of this newsletter tempted some of us to “name that car and owner” concerning Dave King’s 1958 Eldorado Brougham. Perhaps this cover will invite knowledgeable persons to come forward with accurate information that this editor does not possess.

My investigation has not yielded the owner’s name, but the LaSalle seems to be a Series 50 from 1935. I have always loved the chevrons on LaSalle fenders though they appeared there in only four model years (1934–1937). The hood vents also suggest 1935 to me, but I cannot carve that in stone, either. The bumper confuses me, but it looks to me like a 1934.

An after-market accessory that I had nearly forgotten are the fender guides. Some owner might have been “height-challenged” and needed these to see over the hood to park and to turn corners. When hoods flattened and became lower in the late 1940s, these guides vanished from the auto supply store shelves. (Remember Western Auto, the Moore’s Store, and others of the period?) Running boards disappeared not many years later.

The LaSalle’s suicide doors say “pre-1936” because that is when both LaSalle and Cadillac discontinued them.

A LaSalle from the mid-1930s has long been among my dream cars to own. Rare, and way above my car-buying budget, I will have to admire from a distance. Congratulations to the owner whoever he or she might be—it is a beautiful car in my view.



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President's Message

by George Louthan

NOVEMBER IS SUCH A MIXED-MESSAGE MONTH FOR ME. We just enjoyed two days of 70° Indian summer followed by rain and a very cold front as the East coast is threatened by a hurricane. The leaves are beautiful, but falling as my raking muscles are aching in testimony. My phone is worn out by the number of political calls that have, and continue to be a threat to my sanity. I wonder if whomever is elected president will introduce a bill to Congress for reimbursing you and me for our worn out phones. Don't hold your breath, as the senate hasn't passed a budget in three years, let alone a phone reimbursement bill. After the election hubbub and a week or two of news analysis we will settle down to gorging ourselves with food on Thanksgiving Day and diet the rest of the year. It must be time to reluctantly put away the pride and joy for the winter season. November is confusing.

October Color Tour

The October color tour to the Rutherford B. Hayes Presidential complex in Fremont was a great success. Twelve cars represented the NWO Region and we were joined by five cars from the local Buick Chapter, a total of twenty-seven people, as we wound our way through the back roads of Wood and Sandusky Counties to Fremont. If you missed the trip, I am sorry, as the colors were great and the Hayes complex is a trip in history back to the 1870s. This is one of the few places in the USA where the president's residence and presidential library are on the same grounds.

Annual Region Dues

You still have a few days to pay your annual dues of \$30 per year. See form on page 11. Our dues window is September 1 through November 1.



Election of Officers

Per instruction of the last membership meeting, you will find on page 10 a nominating form for nominations of NWO/CLC region officers. Please consider filling a post if you desire. Present officers have the choice of running for office again or not. In either case, you must put your name in nomination before the next meeting on November 10.

Membership Meeting Dates

The next membership meeting will be held on Wednesday, November 10, 7:30 at the Taylor Cadillac dealership. As in the past, we will not have a December meeting as all of you have plenty of things to do with family and friends for the holidays. We will be in communication, as the newsletter will be published in December.

The January meeting will be held at Uncle John's Pancake house on a Saturday afternoon as in the past. Date to be announced.

Newsletter Advertisement

We are presently putting together an advertisement page for the newsletter. If you know of anyone interested in advertising in our newsletter, let Elden Smith know and we will contact them. Monthly rates for a six-month period are as follows:

1/2 page \$50 1/4 page \$25 1/8 page \$15

This will help defray our cost of the newsletter.

Holiday Parade

As in the past, we will support Steve Taylor's request for several vintage open Cadillac examples for the parade to transport celebrities. I will be there with my '76 Eldorado convertible. We will need two to three additional cars. Please contact me @ 419-382-7820 if you can supply an additional car. It must be an open car. The date is Saturday, November 17. Cars must be downtown by 9:30.

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

—George Louthan



The Editor's Page: Celebrate another centennial—the self-starter debuted in 1912!

by Elden Smith



COLLECTOR CAR HOBBYISTS will have numerous occasions to celebrate for the next twenty years. As the reprint (on page 5) from the *Toronto Star* observes, many publications missed an important event in 2012—the centennial of the self-starter. CLC members should be certain to read the excellent article on pages 11–14 of the September *Self-Starter*.

Gerry Mallow, author of the accompanying article, mentions Henry Leland, Charles F. Kettering, and Edward A. Deeds. Mallow does not, however, go into the numerous inventions and refinements that came from the hands, minds, and desks of Kettering and Deeds. Presumably, that is because of space limitations even in a big-city newspaper.

Kettering, early in his career, achieved recognition as a researcher at Dayton's National Cash Register Company. Some the refinements in electric cash register cranking helped with the development of the automobile starter. With Edward Deeds, he was co-founder of DELCO—originally the Dayton Engineering Laboratories Company. In 1916, he sold DELCO to General Motors for \$2.5 million.

Additionally, Kettering founded the Flxible Company and based it in his hometown of Loudonville, (Ashland County) Ohio. Though one seldom sees the logo today, Flxible was a well-known producer of trucks and buses. The main bus-manufacturing line was in Loudonville until the company closed in 1996. Kettering was president from its founding in 1914 until he became board chair in 1940—a position he held until his death in 1958.

Kettering held 186 US patents. Besides the self-starter and ignition and lighting systems for cars, he also received the patent for freon refrigerant. Kettering developed the idea for ethyl gasoline and duco paints in association with the DuPont Company.

The automobile self-starter received the Dewar Trophy in 1913. Named for Sir Thomas P. Dewar, member of the British Parliament (1917–1930), this trophy is awarded annually by the Royal Automobile Club of England for meritorious service and advancement to the automotive industry. Coincidentally, Thomas Dewar with his brother John built their family business into an international success as a Scottish whisky distillery.

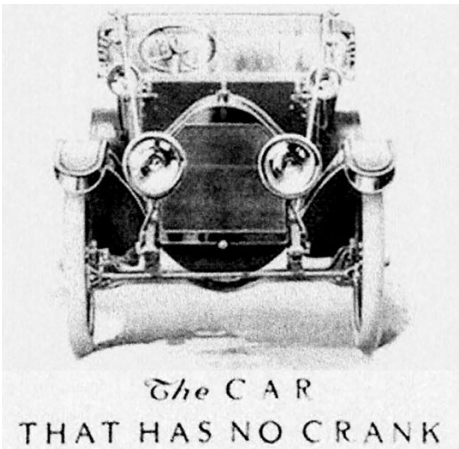
Though he died more than fifty years ago, Charles Kettering influences us every time we hit the starter in our vehicles. General Motors Institute, formerly GMI, is now Kettering University in Flint, Michigan. The name change occurred in 1998. The Dayton suburb of Kettering also honors him.



Charles F. Kettering (1876–1958) photo from NCR Archives at Dayton History. Kettering was also known for his quotations available at brainyquotes.com. A sample follows.

"If you have always done it that way, it is probably wrong."

—Charles Kettering



Toronto Star reports important piece of auto history

THE FOLLOWING ARTICLE BY GERRY MALLOY appeared in the *Toronto Star* September 21. It recounts a vital piece of automotive history. I have reduced its size to fit our publication. Alan Haas submitted this by e-mail.

Electric starter marks a century

More than a century after the onset of the automobile age, several automakers have celebrated 100th anniversaries—well-known brands such as Buick, Cadillac, Chevrolet, Ford, and Rolls-Royce. But one of the most significant centennials in automotive history has gone largely unheralded.

It was 100 years ago this year that the 1912 Cadillac Touring Edition became the first production car to offer an electric starter motor. That device, for which we now seldom spare a thought unless it malfunctions, changed the course of automotive history. Ironically, the advent of the electric starter sounded the death knell for the electric vehicle, and assured that the internal combustion (IC) engine would become the dominant automotive power plant for a century to come.

Strange as it may seem now, the electric starter was considered a safety feature. Before its introduction, the accepted means of starting an engine was to rotate its crankshaft using a hand crank.

“Hand cranking was the No. 1 injury risk in those early days of the automobile,” according to Wallace. It was quite common for a crank to “kick back” under the compression forces acting on the pistons or due to backfire. Similarly, in some cases the crank failed to disengage as it was intended to do when the engine fired, whipping it around at a ferocious

rate. The result, not surprisingly, was an epidemic of finger-and-thumb, wrist, arm, and shoulder injuries associated with the task of starting an automobile.

Add to that risk the prospect of forgetting to put the transmission in neutral and being run over by your own car, or simply cranking yourself to exhaustion or heart attack when the engine refused to start. The term “cranky” is said to originate with just such balky engines.

The idea of using electric power or some other means to replace human effort for cranking an engine was not a new one, even then. According to automotive historian G.N. Georgano, the first electric starter was installed on an Arnold automobile in England by an electrical engineer named H. J. Dowsing in 1896.

According to reports, a friend of Henry Leland, the dynamic and demanding founder of Cadillac, had died because of injuries incurred while cranking a car. Leland assigned the task of developing an electric starter to Charles F. Kettering of Dayton. Kettering, along with his partner, Edward A. Deeds, had established the Dayton Engineering Laboratories Company in 1909 (later to become DELCO, which General Motors bought in 1914).

Kettering filed for a patent in 1911. It was granted in 1915. In the meantime, Leland put the starter into production on the 1912 Cadillac—and changed the course of the entire auto industry.

Right: Ken Krolikosky of Portland, Oregon, owns this 1912 Cadillac Model 30 Touring Sedan. Its wheels are thirty-five inches high—the height of those on a city bus. The transmission is not synchromesh, making double clutching a necessity in both up and down shifting. The 1912 is a right-hand drive vehicle, but the driver must enter through the left—there is no right door due to the sidemount.



2014 Cadillac ELR—the “electric” Cadillac

by Andrew Wendler, *Car and Driver*, September 2012

It's like a Volt, but with two fewer doors.

What it is: A fully camouflaged and fully functional Cadillac ELR plug-in hybrid undergoing hot-weather testing in the desert. Cadillac's plug-in hybrid has been a hot topic ever since the Converj concept debuted in Detroit nearly three years ago.

Why It Matters: A plug-in hybrid Caddy sends not only a message of green-motivated thrift, but also one of innovation and forward thinking. And with the crested-wreath badging comes a wealthier demographic, and GM may be able to recoup some of the Volt's research and development costs on the back of the luxury-priced plug-in. According to sources inside GM, there is plenty of excess capacity inside the company's Hamtramck, Michigan, facility to produce the ELR alongside the Volt.

Platform: The ELR rides on a version of the Volt's bones, naturally. Despite being clad in a camouflage wrap composed of geometrically incongruent triangles, a few key design cues from the Converj concept look to have made the cut: The bridge-span A- to B-pillar profile view and steeply-raked front and rear glass; a distinctive body

crease running from the front wheel arch to the rear deck, terminating above the taillight; a mini air dam on the lower front fascia and small spoiler on the deck lid. The seven-blade wheels—themselves a refined version of the Volt's five-spoke rollers—sit at each corner. As a Cadillac, the ELR will need to maintain the brand's reputation, and adding luxury items could mean a higher curb weight than the Volt's. Unlike the Volt, however, the ELR is a two-door coupe, which may give engineers a little extra packaging space to accommodate a larger, more powerful battery pack to offset the added weight.

Powertrain: The Converj concept used the same powertrain as is in the Volt. Expect the ELR to have increased performance levels over the Volt; we understand that the ELR's engine bay is designed to accept powerplants up to 2.0 liters in displacement, but a 1.8-liter version of the Opel-developed Ecotec MGE would be a logical source of propulsion.

Competition: Chevrolet Volt, Tesla Model S

Estimated arrival time and price: The ELR should debut in late 2013 as a 2014 model. Expect pricing to start near the \$50,000 mark, about \$10K over the Volt.



Photo from Cadillac.com website

Minutes of the 46th Meeting, October 10, 2012

Call to Order, Adjournment, Attendance

President George Louthan called this meeting to order at 7:41 and adjourned same at 9:03 at the Taylor Cadillac meeting location. Twelve members and one guest were in attendance. Nine Cadillacs still reflecting the fall colors graced the parking lot during the meeting.

Approval of Minutes from Previous Meeting

There were no previous minutes requiring approval.

Changes to Meeting Dates and Times

The meeting date, time and location for the November meeting are to be determined by George Louthan. Members will be notified via the newsletter.

As in the past there will be no meeting in December. The venue for the January, February, and March meetings will shift to Uncle John's Restaurant at Secor and Central Avenue. They will be late luncheon meetings and Saturdays. Dates to be determined.

Open Issues/Old Business

- The Treasurer's report was forwarded by Duke Gercke to Elden Smith and will appear in the next newsletter. Membership Chair Steve Kasprzak reported membership at holding at 42 with 1 pending.

- An updated 2013 Directory is due for publication perhaps in the spring of next year.
- Award winning newsletter editor Elden Smith provided a detailed update of the increasing costs of the NWO CLC newsletter. He and George Louthan are exploring the inclusion of reasonable advertising rate spots in the monthly newsletter to partially offset the costs.
- Steve Taylor has requested "a couple early year" Cadillacs for display at the Toledo Art Museum party on October 23rd. Al Haas is doing the follow up work to fulfill this request.
- The NWO CLC October Crank Down Tour to the Rutherford B. Hayes museum in Fremont will be held with the local Buick Club on October 13th. George Louthan expects a caravan of about sixteen vehicles.

New Business

Some of the NWO CLC members will join the Motor City CLC Crank Down Tour to the Ken Lingenfelter car collection in Brighton, MI on October 20. The gathering for lunch will be at Baker's restaurant in Milford, MI.

—Minutes respectfully submitted by Phil Vrzal.

Treasurer's Report ***by Duke Gercke***

Balance on August 31, 2012	\$814.34
July auction income	\$60.00
August newsletter expenses	-\$61.05
September newsletter expenses	-\$124.27
Balance on September 28, 2012	\$689.02
Membership dues received	\$712.00
Newsletter expenses for June	-\$116.05
Balance on October 18, 2012	\$1284.97



Editor's Inbox...

October brought many things to the inbox because of my 74th birthday. Many of these could not appear in print but this one passes inspection. It came from Dave Macy of the Glass City, Northcoast and Great Lakes AMC Clubs. Perhaps it will bring a smile to you also.

Older than dirt—ever hear of the sphinx?

Someone asked the other day, "What was your favorite fast food when you were growing up?"

"We didn't have fast food when I was growing up," I informed him. "All the food was slow."

"C'mon, seriously. Where did you eat?"

"It was a place called 'at home,' I explained—"Mom cooked every day and when Dad got home from work, we sat down together at the dining room table, and if I didn't like what she put on my plate I was allowed to sit there until I did like it."

By this time, the kid was laughing so hard I was afraid he was going to suffer serious internal damage, so I didn't tell him the part about how I had to have permission to leave the table.

Here are some other things I would have told him about my childhood if I figured he could have handled it.

- Some parents NEVER owned their own house, wore Levis, set foot on a golf course, traveled out of the country or had a credit card.
- My parents never drove me to school. I had a bicycle that weighed probably 50 pounds, and only had one speed, (slow).
- We didn't have a television in our house until I was 19. It was black and white, and the station went off the air at midnight, after playing the national anthem and a poem about God. It came back on the air at about 6 a.m. And there was usually a locally produced news and farm show on, featuring local people.
- I never had a telephone in my room. The only phone was on a party line. Before you could dial, you had to listen and make sure some people you didn't know weren't already using the line.
- Pizzas were not delivered to our home, but milk was.

If you grew up in a generation before there was fast food, you may want to share some of these memories with your children or grandchildren. Just don't blame me if they bust a gut laughing.

Memories

My Dad is cleaning out my grandmother's house and he brought me an old Royal Crown Cola bottle. In the bottle top was a stopper with a bunch of holes in it. I knew immediately what it was, but my daughter had no idea. She thought they had tried to make it a saltshaker or something. I knew it as the bottle that sat on the end of the ironing board to "sprinkle" clothes with because we didn't have steam irons. How many do you remember?

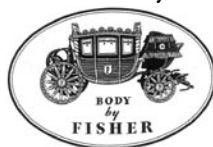
- Head lights dimmer switches on the floor.
- Ignition switches on the dashboard.
- Pant leg clips for bicycles without chain guards.
- Soldering irons you heat on a gas burner.
- Using hand signals for cars without turn signals.

Older Than Dirt Quiz

Count all the ones that you remember—not the ones you were told about.

1. Candy cigarettes
2. Coffee shops with tableside juke boxes
3. Home milk delivery in glass bottles
4. Party lines on the telephone
5. Newsreels before the movie
6. TV test patterns that came on at night after the last show and were there until TV shows started again in the morning. (There were only three channels if you were fortunate.)
7. Peashooters
8. Howdy Doody
9. 45 RPM records
10. Hi-fi's
11. Metal ice trays with lever
12. Blue flashbulb
13. Cork popguns
14. Studebakers
15. Wash tub wringers

If you remembered 0-3 = You're still young
If you remembered 3-6 = You are getting older
If you remembered 7-10 = Don't tell your age,
If you remembered 11-15 = You're older than dirt!



CLC/NWO travels to Hayes Presidential Complex, Fremont
(If you do not recognize some of the people, they must be Buick owners.)



Above and left, Spiegel Grove, The Hayes mansion, has thirty-one rooms. Originally, the acreage was 22,000!

The grounds are beautiful.

If you missed the tour and have an interest in history—particularly Ohio history—it is worth your while to take this short trip.

More travels visible at right

Some CLC/NWO members traveled to Gilmore. In the October issue, George Louthan described the gloomy weather that did not prevent a large crowd from attending.

Through the darkness, one can identify the C 1955 B Ohio plate belonging to Craig Brillhart. Craig's Cadillac is a 1993 CD69 sedan.



Nominating Form

Northwest Ohio Region/Cadillac LaSalle Club

Nominating Ballot For 2012–13 Officers

You may only nominate yourself for a position on the board.
All present officers along with any member in good standing is
eligible to nominate themselves.

Your nomination must be in writing or confirmed by e-mail or phone:
George Louthan at 419-382-7820 or gelouthan@att.net by the next
meeting on Wednesday, November 14, at Taylor Cadillac, 7:30.

At that time all nominations will be acknowledged and voted on by
the members in attendance.

President/Director_____

Vice President/Activities Director_____

Recording Secretary_____

Treasurer_____

Membership Chairman_____

News Editor_____

Member At Large_____

Member At Large_____

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

Name _____

Associate Name _____

Address _____

City/Town _____ State _____ Zip _____

Home phone _____ Work phone _____

Cell phone _____ Date _____

E-mail _____

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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8			
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Make checkable to
Northwest Ohio Region Of CLC



Return To: Steve Kasprzak
2510 Randall Dr.
Oregon, Ohio 43616

Classified

Cadillacs for sale by CLC members



- 1955 Coupe DeVille, 35,000 miles on odometer, one re-paint in 1988, California car, original hydramatic, original 331 cubic inch engine. \$35,000 firm. Contact Steve Kasprzak, 419-693-8098 (picture above)



- 1977 Coupe de Ville for sale, asking \$3500, 74,000 miles. 734-847-3470 or email kdorotiak@aol.com, Ken Dorotiak (picture above)



Cadillacs for sale by others

- 1939 Fleetwood 60S sedan, needs some interior work, but has new paint. Contact Mr. Wagner in Wauseon at 419-583-9704. Asking price \$15,000.
- 1977 Eldorado Coupe, 28,000 miles, needs minor body work. Selling from estate. Contact J. P. Smith, attorney, at 419-244-0991. Make offer.



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

Show your CLC/NWO colors—wear our region's logo



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 419-882-6258. Advance payment in the form of a check required.