



NORTHWEST OHIO REGION

Cadillac & LaSalle Club *Northwest Ohio Region News*

October 2016

Volume 9, Number 10

Club Activities Page 19



CLC/NWO monthly meeting

Saturday, October 15, 7:30

Charlie's Restaurant

1631 Toll Gate Drive (Dussel Drive)

Maumee, OH 43537

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CLC/NWO Region

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Guest columnist Red debuts on pages 12–14

by Elden Smith

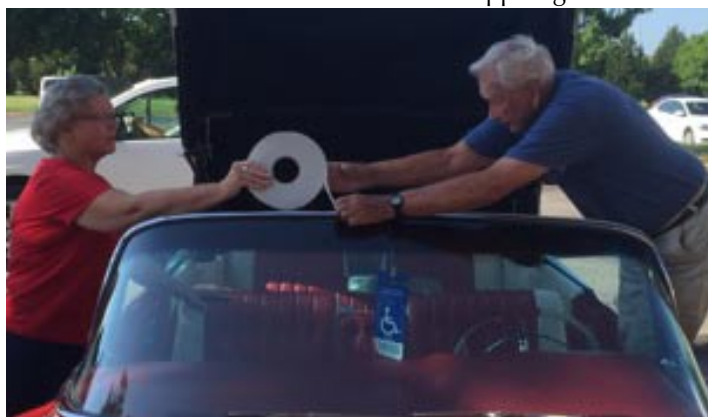
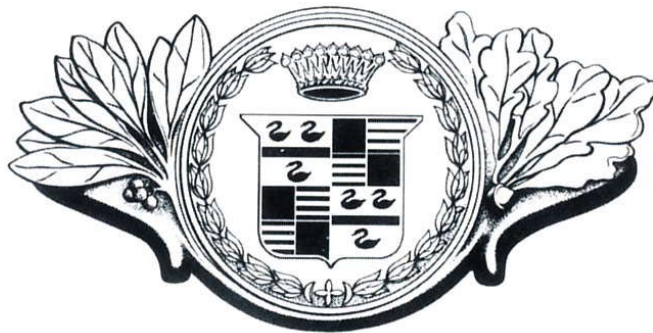


CARS HAVE PERSONALITIES. Some even have names that CLC/NWO members have come to know. Duke and Donna Gercke have one of these—a beautiful 1959 Series 62 convertible named Red.

In July, the Gerckes submitted a photo book written by Red and containing the account of their 2015 trip west with Red. Adventures and misadventures accompanied them, as you will read in Red's account. I only wish that I could find a way to forward this photo book to our readers, but it is simply too large for Internet transmission. The Gerckes sent it to me on a compact disk and the disk was full.

Duke said on the phone (not a direct quotation): just because a car is fifty or sixty years old and has a large insurance valuation, there is no reason for it to sit in the garage to be looked at. The first installment of Red's pictures and commentary appears on pages 12–14. Another installment will follow in the November issue.

The cover photo of Red was part of the CD submission. It is such a beautiful photo that readers might like to know where and how it was accomplished. Better contact Donna or Duke for that information.



Coming in November: Donna and Duke “persuade” Red not to leak on them with the addition of weather stripping.

President's Message

by William Shepherd

THE WEATHER GODS DID NOT SMILE on this year's Taylor show. The rain started before 7:00 and continued until after the show ended. But that did not stop the drivers of about twenty cars from bringing out their pride and joy. Many really nice cars came out in spite of the weather. Some were driven from considerable distance, too. Joe Karasinski and Lou Maludy each came from north of Detroit. Doug Berg came from Akron. If there is a silver lining, at least each of those twenty-some drivers learned if their cars had any water leaks, and if the wipers and defroster were functional.

The newsletter gods threw a lightning bolt at us in that award-winning editor Elden Smith has decided to step down at the end of this year. The fact is, after a length of time facing deadlines, prodding contributors, and coming up with original content, one simply gets burned out. I edited a CLC Chapter newsletter for seven-plus years covering thirty quarterly newsletters before I called it quits. Elden, with monthly Regional newsletters since the beginning of our Northwest Ohio Region, has certainly done a lot more. Talented newsletter editors don't grow on trees. His shoes will be hard to fill. **Please let me know if you're interested in the job—a moderate to high level of computer skills is required.**

October and November are our months for dinner meetings. **Saturday, October 15 at 7:30** will find us in the meeting room at Charlie's located on Dussel Drive between Reynolds Road and Holland Road. On **Saturday, November 12**, we will sojourn up to Blissfield, MI for a 6:00 dinner at the Stables (Main Street Stable and Tavern) restaurant, which is located behind The Hathaway House restaurant. As an added bonus, Bob Stahl Jr. has set up a great activity for us starting at 2:00—details will appear in the next newsletter and at the next meeting. Take in both, or either, as your schedule allows. And don't let the Michigan address scare anyone off. Blissfield is a mere twelve miles from downtown Sylvania.

Talk about a generation gap: my youngest son's lady friend grew up thinking that the Beach Boys* sang about how they'd have "Fun, Fun, Fun now that Daddy took the TV away." Heaven help us old car folks.

I'll see you on the Cadillac road.



*Editor: Above—1965 T-Bird
Left—Beach Boys 1965



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1631 Toll Gate Drive
(Dussel Drive)
Maumee, OH 43537



Club Activities Page 19

Writers and photographers saturate this issue with data following the downpour

by Elden Smith



THE COMMENTARY ON PAGE TWO introduces columnist Red. Unfortunately, Red cannot write for himself, so Gercke daughter Marcia serves as his “ghostwriter.” The first portion of this two-part series begins on page twelve. Some might wonder how the car communicates with Marcia, but that remains a secret.

After nine Taylor shows, I missed this year because I was at the Grand Hotel on Mackinac Island—an early birthday gift. A photo of the famous façade appears at the bottom of this page. No automobiles are permitted on the island, so horses and bicycles are the only means of transportation. Three days of horse-drawn transportation (literally two-horsepower taxis) made expressway speeds seem strange on the way home. I will recall this experience when tempted to complain about diesel fumes as opposed to horse aromas.

The sign shown at the left begins to describe the Victorian character of the town and of the hotel—one of only a few that requires coat and tie for the evening meal. Though it is a long ride of nearly five hours—the entire length of the Lower Peninsula—this was a wonderful experience. Michigan’s Department of Natural Resources warned that fall colors would be about one week later than usual because of the warm weather this year. (On September 17, skies cleared and the sun came out just north of Saginaw.)

Pages 7–10 convey events of the fifteenth annual Taylor Show. They contain photos by Barbie Shepherd. George Louthan provides the narrative. George’s commentary beautifully captures the flavor of the day.



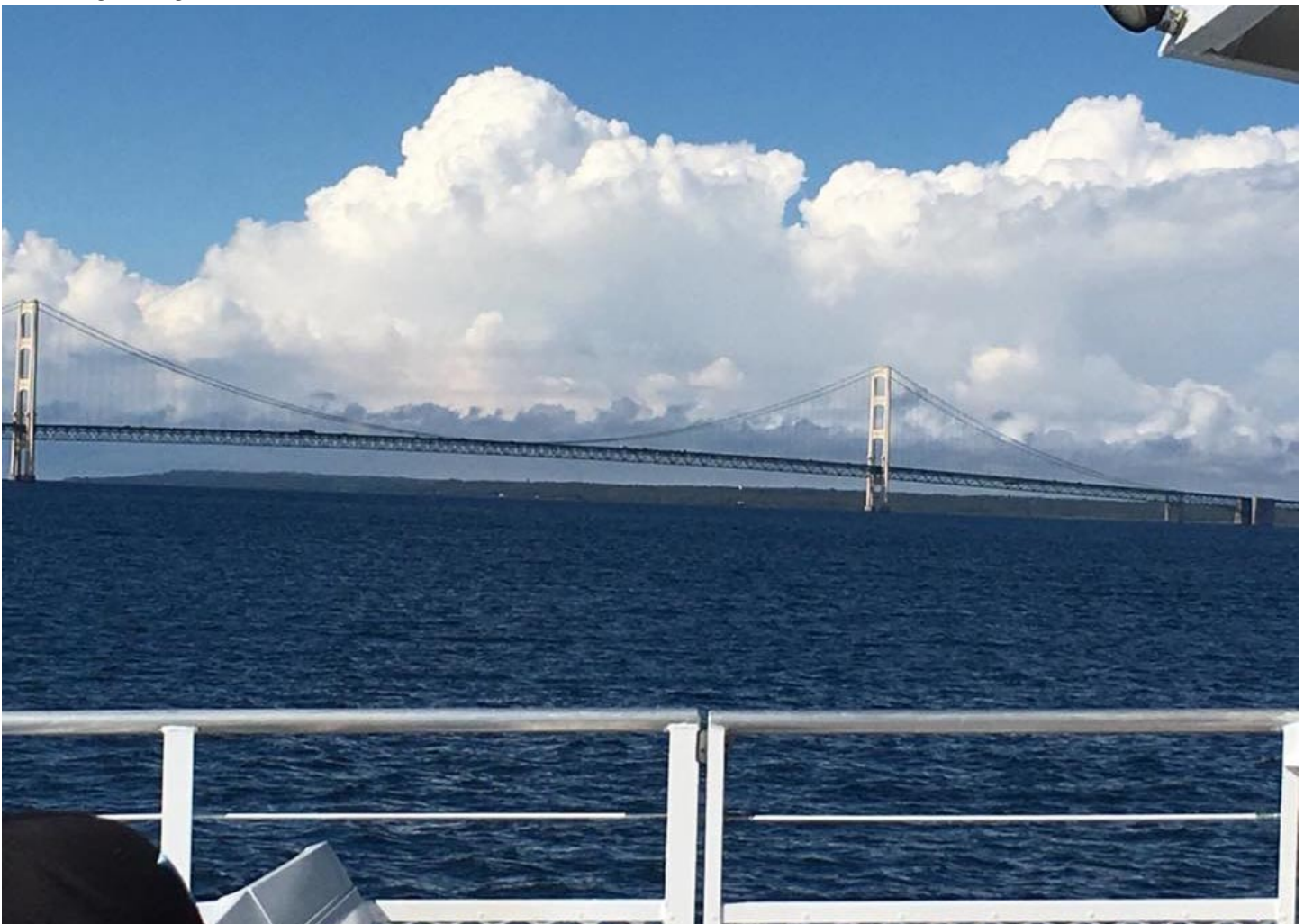
Page 15 contains an article of special interest, subtle humor, entertainment, and good information. Submitted by Bob Morrow (Mr. Bentwrench), this article on transmissions came about after I inquired of Bob whether “singing” power steering at hard right or left turns signaled a potential problem. His advice was helpful: stop doing that! This whine is typical of hydraulic power steering pumps. Modern electrically assisted power steering is silent. One more thing I did not know. With insufficient power steering lore to merit an article, Bob “shifted” to automatic transmissions.

December farewell preparation

My term of office as editor has one remaining year, but December’s issue is the last issue of the NW Ohio Region News that I will edit. Other NWO members will bring to this communication project a fresh perspective. I will cheer the Region onward, but editorial leadership will belong to someone else.

Thank you for your encouragement and support during the past eight years. I have learned much about cars in general and Cadillac in particular. Thank you for choosing me for this enjoyable assignment.

Incidentally, I am not poised to rush out the door from editorship—I have much planned for the November and December issues. Keep watching your inbox or your mailbox for these issues. The December issue contains my real farewell greeting.



Activities Report

by George Louthan, Vice-president, Activities Director

THE MONTH OF SEPTEMBER has slowed down from the pace of the past Great Lakes Inter-Regional, but things are still happening. Our club membership meeting happened on September 14 with a good representation and much was discussed. I am getting ready for the Taylor Classic Cadillac show Saturday—I will write on that event in a separate column.

I am working on several ideas for a fall color crank-down tour in October but do not have details to share with you as of this writing. One of the possibilities is a tour through the Irish Hills of Lower Michigan, and that looks most interesting. I will let you know the dates and details on an e-mail flyer through the newsletter mailing list as soon as I cement the details. This will most likely be the third or fourth Saturday of October.

Regarding long range planning, Phil Compton is working on a spring tour that will include a trip to the Neil Armstrong Space Museum in Wapakoneta.

Trivia—by George

September Trivia Question:

What make and model car had the potential to upset Henry Ford's dominance of the low price automobile market of the Model T and the Model A.?

Answer:

I hinted that the answer was local—and the answer is the Willys Whippet. The Willys Whippet was introduced in 1927 by the Willys Overland Company of Toledo as a low priced automobile for the average person. Prices started at \$525. At that time, Willys Overland was a major car manufacturer not too far behind Ford. The Whippet was a few dollars more than the Model T with many more advancements—such as four-wheel brakes, a water pump, forced lubrication, and a four-cylinder engine that easily outperformed the Model T and the upcoming Model A. The car was stylish and well made. It was estimated 14,000 people mobbed the Overland showrooms at its introduction. By 1928, the production soared to 100,000 making it the third most popular car in America.

It is rumored that Edsel Ford talked his father into introducing the Model A in late 1928 because of this threat. In 1931, Willys decided to abandon the Whippet in the 1932 model year and concentrate on larger more profitable cars while Ford introduced the Model B with a V-8 engine. Willys Overland never gained high production figures after that and the rest is history. Many analysts feel that if Willys had pursued the Whippet market they would have given Ford a run for the money.

The story of John North Willys is extensive and I will cover that in another article down the road.

October Trivia Question

In 1950, Cadillac went racing. It was not unusual to see Cadillacs on the new NASCAR circuit, and in my case the Drag Strip. In 1950, sportsman Briggs Cunningham took several stock bodied Cadillacs to Le Mans, France to race. He also brought a specially built car for the race with a Cadillac engine and chassis. Can you name this unique racecar?



Club Activities Page 19

Rain, rain everywhere and not a drop to spare

by George Louthan

THIS WAS THE RAIN WE BEGGED FOR ALL SUMMER AND DID NOT GET. (Be careful what you wish for.) The weather reports did not look good on Friday but with advertisements placed nationally within our Club along with articles and advisements in the *Toledo Blade*, it was almost impossible, short of a national disaster, not to honor a date. The show must go on! And indeed it did. I usually depend on Robert Shiels of Channel 11 to be the most accurate forecaster, but even he missed this one. Forecast said occasional rain after 10:00 and clearing by noon. Wrong—heavy rain off and on until well after the show concluded at 2:45.

Believe it or not, nineteen of the thirty-five pre-registered cars with their owners braved the elements and arrived as planned. As usual, Steve Taylor was a most gracious host, mingling with the owners, and furnishing a delicious catered lunch to participants and guests at no cost. A welcome addition to the show was the live performance and strains of vocalist Keil supplied by the dealership, entertaining us as we mingled in the enclosed entry drive area to stay out of the rain. Even our national chaplain, Phil Compton couldn't petition better weather. The interesting thing is—of the nineteen cars registered—seven were from out of town.

Those people represent the spirit of real enthusiast hailing from Ada, Ohio; Akron, Ohio; Blissfield, Michigan; Redford, Michigan; Milan, Michigan; Southfield, Michigan, and Northville, Michigan. Aside from that, we all had a good time with camaraderie and good fellowship shared by all. In light of the weather, we concluded the show at 2:30 and closed by handing out special awards. To recognize those attending, each participant was announced by name, the car they represented, and presented the publication titled *100 Years Of Innovation* documenting all of Cadillac's accomplishments from 1902 to 2002.





Steve Taylor asked that we present three special awards for accomplishment. The award was a framed presentation of pins from ten Cadillac eras and they were as follows:

- Doug and Pam Berg of Akron, Ohio, for longest distance traveled
1976 Cadillac Eldorado Convertible—above left
- Joe Karasinski, Preservation award
1941 Cadillac Series 62 convertible—above right
- Bob Buchler, Unique production
1956 Cadillac Series 75 Imperial Limousine—left



- Best Of Show was presented to Andrew Shepherd
1956 Eldorado Seville—above



Best of decade awards were as follows:

- 1930–1940 Lou Maludy
1939 Cadillac 75 series Limousine—above left
- 1941–1950, Joe Karasinski
1941 Cadillac 62 series convertible—see page 8
- 1951–1960, Bob Buchler
1956 Cadillac 75 imperial Limousine—see page 8
- 1961–1970, Barbie Shepherd
1969 Eldorado—above right
- 1971–1980, Tom Tapp
1978 Eldorado Biarritz—left

Other participant cars



Participants and participant cars



Minutes of September 14 meeting

by Philip Compton

THIRTEEN MEMBERS GATHERED at Taylor Cadillac in Toledo for our meeting. Eight Cadillacs were driven.

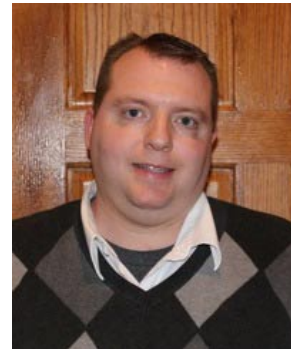
- **President Bill Shepherd opened the meeting** at 7:30 and introduced a new member, Tom Todd, from Saline, Michigan. Al Haas mentioned that Tom was the one who donated the Chickering piano to the CLC museum.
- **Bill reminded members that dues renewals** are due this month—we can pay at the Taylor Show this Saturday. He also stated that our next meeting will be Saturday, October 15, 7:00, at Charlie's Restaurant & Tavern, 1631 Toll Gate Road, Maumee—just off Dussel Drive.
- **George Louthan reported that 25 pre-registered** for the Taylor Show so far. He has sent e-mails to some Motor Region members and there will be an article in the Toledo Blade. Pray for good weather.
- **Bill reported for Andy** that our treasury balance is \$1,420.84
- **Bob W. Stahl reported that he has collected** six membership renewals so far at \$30.
- **Elden Smith reminded us that the deadline** for the Newsletter is September 23. He will not be with us for the Taylor Show. It's his 78th birthday and he will be celebrating with friends. Happy birthday, Elden.

He also stated that he will give up the pen of the newsletter after the December issue. We sincerely regret this decision as he had produced an excellent, award-winning newsletter.
- **Al Haas reminded everyone of the Fall Festival** at the Gilmore CLC Museum. Some members plan on coming up for just one day.
- **Phil Compton will be planning** another Spring Crank-Up tour with George. Considerations include a lunch at the Table One restaurant in Kenton and then on to the Air & Space Museum in Wapakoneta.
- **Al Haas reported** that Vicki is looking into a mid-winter dinner at the Treo Restaurant, 5703 Main Street, Sylvania, Ohio for January 14, 2017.

He also reported that Cadillac is offering for CLC members—if they purchase a new V-model Cadillac (CTS-V or STS-V)—a 2-day ride-and-drive at a resort near Las Vegas, Nevada. Nice.

The meeting adjourned at 8:20.

Respectfully submitted,
Philip Compton, secretary



Treasurer's Report by Andrew Shepherd

Beginning balance August 11	\$1,443.13
Deposit mug sales	\$80.00
Deposit from dues.....	\$414.00
Newsletter expense.....	(\$50.29)
Ending balance	\$1886.84



Adventures of a 1959 Cadillac as told to Donna and Duke Gercke by "Red"

Day 1: Berlin Heights, OH to Ballwin, MO

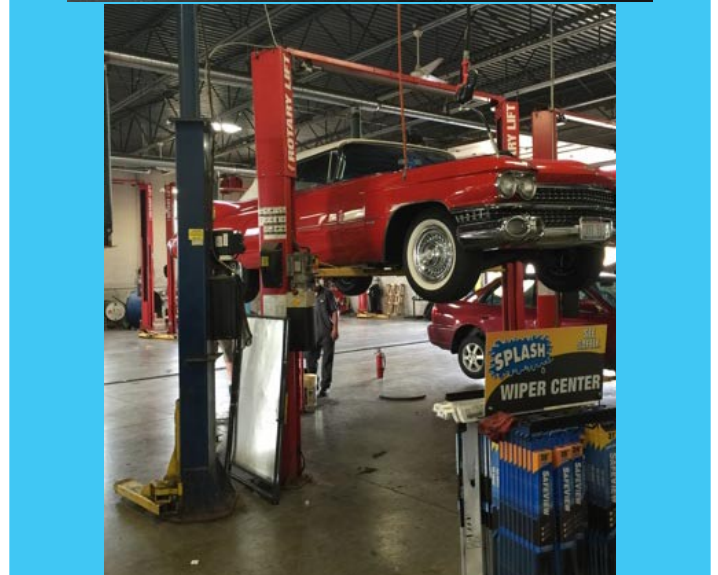
I left Berlin Heights on Wednesday, July 22, with my owners Donna and Duke. Prior to the trip, Duke had taken a number of maintenance-related steps to ensure I would be in good shape for this year's trip. Two major steps included an air conditioner overhaul (refurbished compressor included) by an air-conditioning shop and a new brake system installed by his go-to mechanic, Larry Burras. Not even out of Ohio, I had some brake issues. I traveled into the intersection after a hard stop for a light. We stopped at Snyder Cadillac in Napoleon, Ohio, and had my brakes checked. Nothing was found to be wrong. We traveled safely on to Marcia's in Ballwin, MO arriving late in the evening.

Day 2: Made it to Columbia, MO!

My speedometer was not working, so we stopped at Wal-Mart in Columbia, MO to see if we could find a GPS speedometer for Duke to use. Duke and Marcia found nothing so we stopped at a Best Buy and a Radio Shack a few exits west. Again, nothing. Unfortunately when I started out of the parking lot, my engine died. Although I could start again, I couldn't remain running. My passengers identified an auto shop across the street that could check me out, and arranged for a tow.

I was towed across the street to Custom Automotive by Carl's Towing & Recovery. This was the first time I had been towed by the rear rather than riding on a flatbed, to it was educating to see how the truck attached to my tires. They had to do some maneuvering to get me around parked cars due to my length. Donna and Marcia walked to the shop while Duke traveled with me. My family killed some time with a trip to McDonald's and some shopping at the mall behind the shop while I was looked over. The mechanics found that my rear (electric) fuel pump was mounted too high, above my gas tank. This can cause vapor lock as the fuel heats and vapor gets trapped in the line. They had me running by evening so I could transport my family, although the shop was going to look me over some more the next day. We spent the night at Drury Inn and my people ate dinner at G&D Steakhouse. Overall, it was a handy location to break down.

Third right: Me on the lift at Custom Automotive



Adventures of a 1959 Cadillac (continued)

Day 3: More Fun in Missouri

In the morning, Duke took me back to the shop where they checked my brakes and speedometer. They replaced some of my brake pads and determined the gear was worn on my speedometer. We were on the road by noon, and it wasn't long before we discovered my air conditioner was no longer working!

Top photo: I'm on the road again!

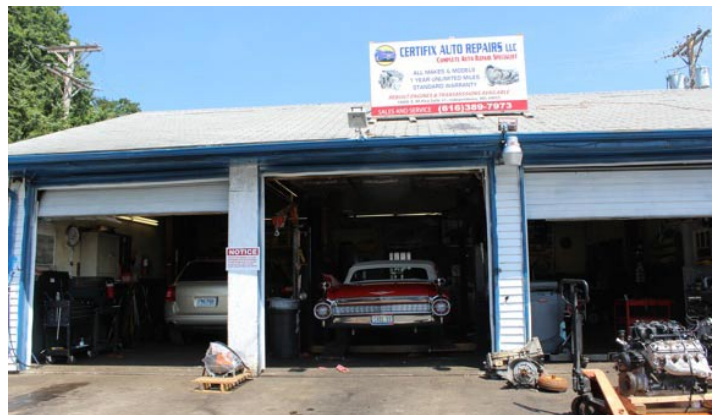
Marcia identified a shop, Certifix Auto Repairs, in Independence, MO. They checked my air conditioner but couldn't find any problem and it was working again when we left. Just after pulling onto the main road, I stalled again. Duke managed to get me back to the garage with the help of two mechanics and a passerby, all pushing, and Marcia behind the wheel.

Certifix found that Custom Automotive had left too long a line on my rear (electric) fuel pump and it was looped above my tank level and also had a kink. They shortened the line. After a long, hot afternoon at the shop, my family had a nice Mexican dinner at La Fuente. East of Kansas City, on the ramp from I-70 to 435, I hit a small metal object. Ouch! My passengers soon noticed I was no longer a very smooth ride, and guessed I had a flat tire after getting on the highway, and unfortunately just passing an exit. Duke drove me over a bridge (I came very close to the concrete wall) in order to better position me for inspection.

The object had apparently broken the bead on my tire—luckily only one! Marcia contacted AAA and arranged for a tow truck and highway patrol. Duke walked back down the highway to recover my hubcap and removed the full-size spare from my trunk. AAA arrived right on schedule, 20 minutes after the call. We were given high priority as we were on a very busy highway at rush hour—lots of large trucks were speeding by me. The mechanic had my tire changed and we were on the road again very quickly—the highway patrol pulling up as we left. We drove into Nebraska for the night, stopping at a Holliday Inn Express in Fremont, NE.

Day 4: A Good Day—No Issues

Our first stop was a shopping trip to Wal-Mart for my new spare tire. We spent at least an hour there and Donna killed time charging the Garmin (useful for both directions and as a makeshift speedometer) and Duke put RainX on my windshield. After a relatively short trip we had a great stop at Ashfall Fossil Beds in Royal, NE.





The Rhino Barn can be seen in the photo below, behind me. The building was constructed around an active dig where they have found numerous species, most notably the barrel-bodied rhinoceros. Additional species include 5 species of horse, birds, 3 species of camel, sabretooth deer, dogs, and turtles. I then carried my family to Fort Morgan, CO for the night without incident.



Transmission Transition

By Mr. Bentwrench (Bob Morrow)

DUE TO THE ADVENT OF UNUSUALLY WARM WEATHER last March, I decided to fire up my 1967 Cadillac convertible and prepare it for the upcoming spring resurrection. For the past few years, this has always meant a stream of red fluid leaving a telltale record of my progress for the first few blocks. This occurs because, when sitting for any length of time, the torque converter drains into the transmission itself, and if there is an escape hatch (leak) for it to escape, it runs out.

When I first bought the car, I was told that the transmission needed work, and that was why it had been parked. I had the transmission sealed then, and as it turned out, not too successfully. In the years since I have owned it, it has been in and out enough times it should have been mounted on WING NUTS! That is why, for the last few years, I decided to just add fluid each year. However, having since acquired the acquaintance of not only a good mechanic, but also one whose forte is transmissions, I decided to give it another try. I was also getting a little tired of this trail in my driveway. (On the positive side, as the result of the longtime leakage, the underside of the car will never rust.)

When I turned over the car to Tim, I told him, as I always had told the mechanic, "Treat it as if it was yours and you are going to keep it forever." That request, so far, has never remotely seemed to register with anyone before, but I am always hopeful.

When he called me with the diagnosis, he said it was leaking in about five places and from all the soaking I needed a new mount. I told him to fix the leaks and replace the mount. He told me that he could fix the leaks, but the mount was no longer available and did I have a source for parts? I told him I would check and let him know.

I was pretty sure he had exhausted all the local sources, so I proceeded to browse through my catalogs of Cadillac parts vendors, a large store of which I have accumulated. The first one I read startled me, as a mount for a 1965–67 was \$192 (!)...plus a \$75 core charge. One for a 1968 was only \$20. What the hell...?

Well, I certainly wasn't going to pay \$200 for a transmission mount. I called people whom I thought might be able to help—possibly either have one or know of one. I called a friend of mine, Bud, and asked him

if he knew of one. He worked part-time for a junkyard (er, excuse me, a "recycling center") and knows a lot of old car people. I thought if anyone could help, he could.

He called me back in a half hour and had done something I would never have thought of: he went on the Internet and found my solution. He said I could use a 1968 mount by modifying the cross-member and there was one on the Internet for \$6. You could probably get one locally. I called my guy at the local parts store that I always call and he said he could order one for \$10. I told him to order one. I had it the day after.

On Saturday, Bud came over and we put my car on the lift, which I have in my garage. He blocked the transmission up, removed the cross-member, and took the cross-member, the new mount, and the old mount with him. In his workshop, he proceeded to modify it. The procedure is to machine the hole in which the mount rests $\frac{1}{8}$ " all around with his milling machine. You also have to elongate the mounting holes $\frac{1}{4}$ " each because the old mount has $6\frac{1}{2}$ " centers and the new mount has 7" centers. We added a flat washer on each mounting bolt because of this.

Not to do things halfway, he also hit the cross-member with the wire wheel and painted it black. And that, my friends is how you save a lot of money replacing a transmission mount...with the help of a very good friend!

So, if you are ever faced with this problem, you now are aware of an alternative to paying \$200 plus, for a '65–'67 transmission mount.



Bob drove his convertible to the 2009 Taylor Show/GLIRM.

“The photo taken in 1912 ... show[s] the inspection crew that includes the foreman, workers, and a young apprentice. This department was the last set of eyes that looked over, inspected the finished product, and checked it for fit and finish before it was tested and shipped. If a problem was found, ... automakers would send the car to a repair department where the issue would be rectified.

More can be learned about all of the various Cadillac Plants and historical sites at <http://www.motorcities.org/Story+of+the+Week/Archives-4.html>. Photos are courtesy of Wayne State University Archives.”



Google posted these photos by David Lee Thompson. There are many more available showing the progression of the crest.

In 1940–1941:

- William S. Knudsen was president of GM until September 1940 when there was a lapse until January 1941. Charles E. Wilson succeeded him.
- Alfred P. Sloan, Jr. was chairman of the board at GM (1937–1956).
- Cadillac concealed the runningboards on all models except for the Fleetwood 75—on which they became a no-cost option. The Fleetwood 60S had no runningboards at all, according to the Standard Catalogue of Cadillac 1903–2000 (page 71).
- The most significant Cadillac event of 1941 was the introduction of Series 61 to replace the LaSalle. Coupes and sedans made popular the fastback style reminiscent of the aerodynamic styles of the previous decade. A one-piece hood, headlamps built into the fenders, and a wide grille that foreshadowed later (and bolder) “egg crates” were major design advances. Series 62 offered Cadillac’s only convertibles.

AT THE CONCLUSION OF THE 2016 MODEL YEAR, we celebrate the 1941 Cadillac Diamond Jubilee. It has been a great 75 years for the editor’s favorite Cadillac model year.

*Cadillac & LaSalle Club of Northwest Ohio
expresses sincere gratitude to Steve Taylor
and the Taylor Family Dealerships for their
many kindnesses to our club and to the
Toledo metropolitan area.*



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www.taylorauto.com*

The reference desk
for information about automotive topics.

Online

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

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

The following websites are not part of Facebook.

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

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

Television resources

- *The Velocity Channel*, available through many cable services, offers a variety of restoration and customizing programs. To view the *Velocity Channel* program achedule, follow this link: <http://www.velocity.com/schedule/>.
- *NBCSN (Buckeye Channel 650)* carries a number of programs about cars in addition to seasonal sports broadcasts—NASCAR topics, care of collector cars, auto auctions from various cities and auction companies. Check the program listings at <http://www.nbcsports.com/motors>.



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

CLC/NWO Activity Page/Preview of Coming Events



Saturday, October 15, 7:30 Charlie's Restaurant

1631 Toll Gate Drive (Dussel Drive)*

Maumee, OH 43537

*Located between Reynolds Road and Holland Road

Saturday, November 12, 6:00, The Stables Restaurant

(Main Street Stable and Tavern)

Behind The Hathaway House restaurant.

Blissfield, MI



A bonus: Bob Stahl has set up an activity starting at 2:00.

Details will appear in the next newsletter.



January 14, 2017, Midwinter social event, Treo Restaurant

5703 Main Street, Sylvania

Further details TBA



The Editor's Inbox

To: Elden Smith

From: Steve Stewart [re: September issue]

Very good! Enjoyed the story of the Great Lakes freighter and photo of interior cabin. Of the cars—there were many but really like the '48 Series 61 Club Coupe.

I like to keep up with the "outside world." If I just concentrated on my own stuff, I'd gone insane a long time ago. You've always got some interesting material.

Classified

From: Alan Haas

Five 1957–58 Cadillac Chrome Saber Wheels.
Fair condition—some peeling. Make offer.
Call Rob Wilson 248-417-6793



CLC/NWO monthly meeting

Saturday, October 15, 7:30

Charlie's Restaurant

1631 Toll Gate Drive (Dussel Drive)

Maumee, OH 43537

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, and/or list your specific models.
(National directory lists owners' specific models.)

<input type="checkbox"/> 1903-1915	<input type="checkbox"/> 1960-1969	_____
<input type="checkbox"/> 1916-1929	<input type="checkbox"/> 1970-1979	_____
<input type="checkbox"/> 1930-1942	<input type="checkbox"/> 1980-1999	_____
<input type="checkbox"/> 1946-1959	<input type="checkbox"/> 2000-Present	_____

Make Check payable to:
Northwest Ohio Region of CLC

Return to: Robert W Stahl
8991 E Mulberry Rd.
Blissfield, MI 49228-9766

*National CLC membership required.

Find application form at:

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

