



MONTHLY NEWSLETTER

FLEETWOOD FLYER



Cadillac

LaSalle

CLUB
St. Louis Region

MAY 2025

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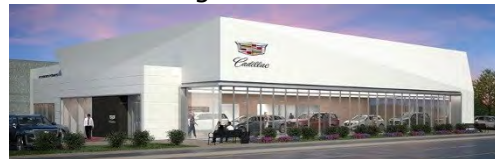
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(submit info to <contact@cadillaclasalleclubstl.org>)

Region Sponsor: ELCO Cadillac

15110 Manchester Road, Ballwin, Mo

Cadillac Sales Manager - Bill Pastor: 877-590-6609



JUNE MEETING & LUNCH

Date: Saturday, June 14th

Time: 11 AM to 2 PM, Lunch served at Noon

Where: Dave & Patti Van Berkel Home

Address: To be emailed, Arnold, MO 63010

RSVP: To Patti Van Berkel by **Friday, June 6th**
with your side dish selection, if applicable, at
<pvbdvb@att.net>.

Note: The Club will order fried chicken from Karsch's Market in Barnhardt, MO. Members are asked to bring a side dish or dessert, chairs, and their beverages of choice. Side dish suggestions are picnic-type foods like coleslaw, potato salad, baked beans, deviled eggs, various salads, pasta salads, veggies/fruit/dip, salty snacks/dip, cheese/crackers/hummus/dip, pickles/olives, appetizers, etc., and of course, desserts.

When you RSVP please state the type of side dish or dessert you will bring, as we do not want too many duplicates, (maybe 2 or 3). First responders get the first choices on side dish selections!

The Van Berkels' have a beautifully-finished lower level and large covered patio, so this will be a Rain-or-Shine Event. Rain—bring your daily driver; Shine—bring your pride and joy. Oh, and bring your appetite!

SECRETARY'S REPORT

Easter Show: The Club has had an active schedule. On Easter Sunday, after 3-1/2 days of steady rain finally ended at about 8:00 AM, 11 hearty members brought their Cadillacs and

LaSalle's to the Horseless Carriage Club's Annual Easter Car Show in Forest Park. At least seven additional members visited the show. The day remained overcast with an occasional drop of rain here and there, but all attendees enjoyed the break from the rain and the chance to view an outstanding display of classic cars.

It is with pleasure that I announced that Ed Watts won a first-place trophy in Class 7 for his beautiful red 1995 Eldorado coupe. Congratulations, Ed, and what a great looking trophy!



We had a non-member displaying a 1969 Palmetto Green Coupe DeVille with a new tan vinyl top, wire wheels and Vogue whitewall tires. Palmetto Green was the second most selected color for DeVilles in

1969 at 13.5%, a tick behind the favorite color that year, Shalimar Gold, at 14.2%.



And dig that wild, but elegant, interior! This DeVille featured green "Dardanelle" brocade cloth with leather bolsters, so Sixties!

See additional show photos on page 4.



St. Martin's Car Show: On May 4th we had our monthly meeting while attending the St. Martin's Church annual car show and fundraiser for Circle of Concern. Similar to the Easter Show, after what seemed like 40 days and 40 nights of rain, the show day arrived dry, but cloudy. We had an excellent turnout of at least 33 members and guests. Members brought 19 vehicles for display—15 Cadillacs and four non-Cadillacs.

Of special note, Chet Breitwieser and Rod Starns' 1962 Sedan DeVille, Hazel Gene, made its inaugural Club debut. Recall that this car was once owned by Chet's aunt and uncle, for whom the car is named. Chet has fond memories of riding in the back seat as a child with the center armrest down, likely feeling like the cartoon character *Richie Rich*.



The car was found in Florida and a purchase negotiated. She has undergone a rejuvenation and looks great. Members so enjoyed Hazel Gene's back-story and her Club debut, that she was awarded 1st Place for Cadillacs at the show. Congratulations, Chet and Rod!



Along with Hazel Gene, also making appearances were the following Club vehicles pictured:



Many topics were discussed at the meeting. It was proposed that along with the Club's show participation, that a \$200 donation also be made to Circle of Concern. All approved, and David Baker will work with Treasurer Ted to complete the donation. Members also contributed via the silent auction and award voting ticket purchases.

The **2025 CLC-StL Roster** should be distributed by the end of May. Member renewals for 2025

finished at 90%. We had seven non-renewing members for various reasons, of which only two attended meetings during the past year. Of course, all will be missed.

As was noted in the prior newsletter, our Fleetwood Flyer newsletter has won an Old Cars Magazine **2024 Golden Quill Award**. The secretary/editor gave special thanks to Cindy Masterson and Doug Birk for their steadfast support providing editing assistance and articles for the FF.

Steve Colesworthy discussed his trips to the four local Cadillac dealers and the Club's request for them to display our **Club informational brochure** in their dealerships. Steve has written a great article about his Cadillac dealer travels and success, so look for it in the June newsletter.

2025 Event Dates: Moving to the Club 2025 Event Calendar, the months of July, August and September are open for suggestions from members. It was suggested maybe a one- or two-day trip to Springfield, IL, about a 2-hour drive one way. Members Steve & Jodie Koch reside there, and there are other sights along the way such as Country Classic Cars (now all indoors) and the National Corvair Museum. And members do like to find interesting restaurants to experience.

If you have ideas on meeting locations, events, drives, etc. please let Director Todd or Assistant Director David know. Better yet, if you are willing to assist by helping to plan and organize the suggested event, all members will appreciate your efforts and doing so helps immensely.

- **June 14, 2025: Club Meeting & Picnic.** 11AM—2PM Dave and Patti Van Berkel Patio Picnic Meeting. See Page 1 details! The Van Berkel home is located very near the I-55 and MO 141 intersection. Address to be emailed. We will need RSVPs by Friday, June 6th with your side-dish or dessert sign-up. A good time is guaranteed! Thank You, Dave and Patti!
- **June 27, 2025: Art Museum Car Show.** 7AM—9PM. The Saint Louis Art Museum intends to host a car show on Friday, June 27th in connection with their "Roaring..." exhibit. For signup and any questions please contact: <MaryClaire.Pavlick@slam.org>.
- **July 5, 2025: Legends & Liberty Car Show, Louisiana, MO.** Our Club received an invitation to participate. The city is shutting down historic Georgia Street, off Highway 79, and filling it with classics, imports, motorcycles, Jeeps, and wild custom builds. It happens alongside a full day of live music, vendors, food trucks, family activities, and an epic Fourth of July fireworks

show. We'd love to see your Club display together. You're welcome to compete in multiple classes—and we even have a premium Legendary Showcase area right by the stage and vendors for just an extra \$10. Reserved group parking is available. Registration is open and spots are filling up. Contact is Bea Carnley, Car Show Coordinator, 636-288-9834. <https://forms.gle/5Z95eTsHtvii5V9BA>.

- **October 11, 2025:** CLC Annual Show. See Event Calendar.
- **October ?:** Date to be determined, but we plan to host the Kansas City Region over a two-three-day weekend to introduce them to the finer life in St. Louis! This event is similar to the St. Louis Region's visit to the Kansas City Region two years ago for the "Gateway to Fountains" Planning for the event date, venues, and lodging have not yet started. Volunteers are needed! Contact Todd Tobiasz if you wish to be involved in the planning.

CLC-StL Vendor List: We are moving forward with the development of a recommended vendor list for both parts and services based on member knowledge and experience. Many have already submitted recommendations. If you have vendors that you would like to submit—either local, national, or international—please submit as much of the following vendor information listed below as possible:

Vendor Information

Vendor Name:

Vendor Contact:

Full Address:

Phone Number:

Vendor Website:

Vendor Specialty:

Please submit your vendor recommendations to Mark Ellison at <maellisonod80@gmail.com>.

Member News: Ron Funk recently had surgery. Ron, we hope all went well and are wishing you a speedy and successful recovery!

I am pleased to report that we have a new member. Welcome **Brian Casserly**!

Brian recently purchased a 1963 Eldorado Biarritz convertible in Frost Red Firemist, a standard color for Eldorados, and optional on other models at extra cost. The car is loaded with every available option except for front bucket seats. Brian bought the car from the owner's widow. The car was located in a town in New York where Brian grew up. The owner had passed away about four years ago and the car had been sitting in a garage since.

Brian bought the car long-distance based only on pictures, knowing it would need all systems attended to. He was pleased upon its arrival that the car was able to be started and driven off the trailer. To date, he has identified several electrical gremlins, such as the back-up lights stuck on, and that the car has a full tank of bad, old, gas.

Brian previously owned a 1963 Series 62 in the same color 25 years ago, so this car caught his attention. Unfortunately, that car was parked in front of his home for lack of a garage, and it was hit by a school bus. He acquired all the parts to fix it, but did not have a garage to work on it, so he sold it, and has regretted that ever since.

Despite current and past Cadillac ownership, Brian states he is a Ford guy. Brian drove a beautiful early 1960s Ford Thunderbird Sports Roadster in light blue to our May show and meeting. His Thunderbird is beautiful, one of my favorite Fords.

Brian, on behalf of the club, welcome! We look forward to seeing both you and your Eldorado and to following your progress as you bring that Eldo back to life.

This month, Doug Birk concludes his series of articles on the 2024 Grand National with the cars from the 1980s and forward. Thank you, Doug, both for your service to the Club, and your contributions to the *Fleetwood Flyer*! I know all will enjoy the article.

Craig Masterson



CARS FOR SALE



1939 Cadillac Series 61 Conv Coupe. 350 built. Immaculate condition. 346 CID V-8. Full body-off restoration done. Garaged. Mostly original. Updated wheels, carpet, and leather upholstery with Cadillac emblem embroidered on seats. Runs/drives well. Cover and appraisal included. Selling for widow. \$60,000. **James Crain**, O'Fallon, MO, email crainje@yahoo.com or call 636-541-2067. 5/25

PARTS FOR SALE: Mark Ellison has five (5) 1970's era Cadillac RWD steel wheels for sale. These are 15"x6" and should fit many RWD Cadillac cars of the era. The wheel rear-offset is 4" from the rim-lip to the rear face of the wheel center. Contact Mark at maellisonod80@gmail.com.

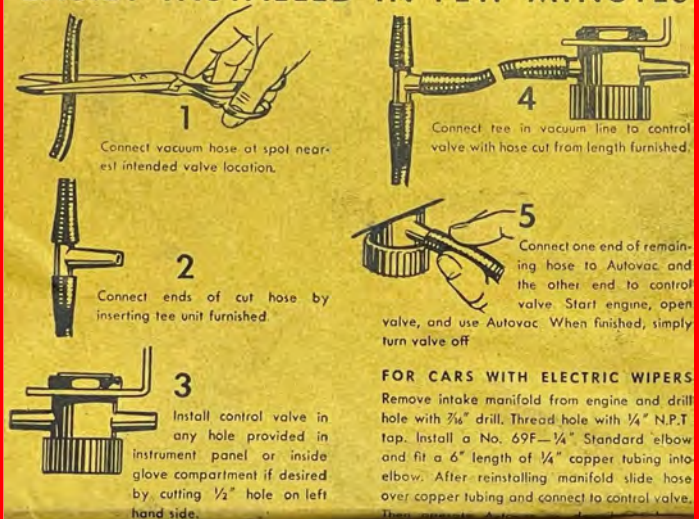
AUTOVAC CAR VACUUM CLEANER

(By: Craig Masterson)

I am always bemused by period-correct auto accessories displayed in automobilia collections. Here is such an item I ran across recently, a car vacuum powered by the vehicle's engine operating vacuum. It looks a bit like an electric razor. The vacuum pickup slot is so narrow, I'm not sure it could pick up a grain of rice. But installation is simple! Simply cut the vacuum line to your wipers, install the tee-fitting and vacuum control switch, connect your Autovac, and you're cleaning your car just that quick. If you are "unlucky" enough to have electric wipers, you need to remove your intake manifold, drill and tap a 1/4-inch hole, install an N.P.T. elbow fitting, reinstall your intake manifold, connect the control valve, and then you can connect your Autovac and vacuum away!



EASILY INSTALLED IN FEW MINUTES





HCC EASTER SHOW





2024 GRAND NATIONAL PART 7



(BY: DOUG BIRK)

The most admired, elegant, iconic Cadillac model remained the Fleetwood Brougham; sadly, the flagship ran aground and ceased production after its final run (1993–1996).

One exception, resurrecting the Fleetwood name, would be the 1997–1999 DeVilles, with models modified by the Superior Coach Company of Lima, OH. Authorized by the Cadillac Motor Division, these models were christened “Fleetwood Limited”. Detailed descriptions of these unique conversions were previously addressed in other *Fleetwood Flyer* articles.

Everyone knew “you had arrived”, especially you, when driving a Fleetwood. The history of the Fleetwood Coach Builders (established in 1908 as Fleetwood Metal Body), was initially purchased by GM's Fisher Body, becoming an exclusive model for Cadillac, due to its fine reputation for building custom-bodied automobiles.

Note: I highly recommend purchasing the book on the history of Fleetwood, written by our past member, the late Jim Schild. If you can find it, buy it, since only two printings (2001 and 2011) were issued in limited quantities of 100 each.

The last of the Fleetwoods incorporated totally redesigned styling, a more rounded aerodynamic front, a gigantic sloping windshield giving the appearance of a lower profile, and a bulbous aft section reminiscent of the 1965–68 Chevrolets and Pontiacs, and Chrysler's “fuselage” designs of the early 1970s.

Breathing new life into an aging car took some crafty engineering, with incorporation of traction control and dual airbags as standard equipment. Cadillac stayed with GM's 350 cu.in. V-8, while offering a smorgasbord of comfort and convenience options.

These models were represented at the show, as seen here with two identical 1994 Fleetwood Broughams in Metallic Frost Beige (right-top). The owners are Colonel John Hannon from IN and Dave Butler from GA.

If Cobalt Blue is your preference, how about Ted Gernard's 1994 from IL (right-center), or a lighter shade of metallic blue, a 1996 model owned by Diane Lane of MA (right-bottom).



Riding on a set of “Gangster WWW” tires is Adam Szeluga's 1995 (left), in glossy Ebony Black hiding behind heavily-tinted windows—I guess New Yorkers need privacy!

While Cadillac's flagship headed for dry dock, Lincoln's town car was flourishing, with Continental's continuation of old-school traditions—cushy ride, rear wheel drive, and V-8 power that many Americans were accustomed to in a luxury car. Sales of the second-generation Town Cars (1990–1997) and third-generation (1998–2011) attracted many former Cadillac owners, much to the chagrin of GM.

Lincoln's Ford sibling, the Crown Victoria, was discontinued and missed by many. This was an industry trend that both Ford Motor Company and GM followed, with GM ending production of the full-size Chevrolet Caprice Sedan and Fleetwood Brougham RWD sedans. The market was changing, and folks wondered what Detroit would offer next.

The downsizing trend implemented by GM was exhibited with the new 1986–1991 Cadillac Eldorados and Seviles. To many, this new look brought mixed emotions from “yes, I like it” to “what were they thinking?” Styling now featured a long hood, very short rear deck, and an exaggerated short vertical C-pillar roof.

The Eldorado not only lost visual appeal, but also 16 inches in length, 6 inches in wheelbase and 200 lbs. of baggage. Sales plummeted from a high of 74K units in 1985 to only 21K in 1986. The only thing that increased was the price—to \$24,257, some \$3,000 more than the previous year.

Seville followed suit, losing 7 inches in length, 350 lbs. of weight, as well as 20,657 potential new buyers, as sales dropped from 39,755 to 19,098. Whether you liked or disliked the previous bustle-back design, it was still more visually appealing than the new 1986 Seville. Perhaps that is why so few Eldorados and no Sevilles of this era were at the show. It is all about collectability and what attracts folks.

The sole example of the downsized 1991 Eldorado (right) was shown by Donald Clark from NC. Finished in deep Ebony Black with all-black leather seating (\$555), cast aluminum wheels (\$115), and gold trim accent package (\$395), the base price was \$31,245. Fortunately, the engine was upgraded to 4.9 liters with 200 HP. Sadly, no Sevilles of the era were present.



Wanting to compete with Germany's Mercedes' sporty SL series, a two-seat personalized open air convertible/hardtop, Cadillac introduced its newest family member in 1987, the Allanté. Italian in design with American technology and powertrain, the Italian flair is from the coach builder Pininfarina of Turin. Finished bodies were flown in a specially-built 747 back to GM's Hamtramck assembly plant where the drivetrain and suspension were mated to the body.

Details of the Allanté were discussed in previous *Fleetwood Flyer* newsletters. During its short 7-year run, changes, modifications, and improvements were incorporated, (sans the body). The consummate Allanté was its final year of production, 1993, when models received the significantly more powerful 4.6 Liter Northstar DOHC V-8 engine rated at 295 HP.

The only pre-1993 Allanté was the 1992 model owned by John Monzo from NJ (below-left). The bright dandelion-yellow color was definitely one-of-a-kind, riding on aftermarket cast-spoke wheels with bright blue center caps. Only 1,931 units were made for 1992.

The remainder of the Allantés were all 1993 vintage, being the most popular, selling 4,670 copies. Warbonnet Red was the favorite color, demonstrated by these two, owned by Joe Cieslak from PA (chrome polished wheels, below-center) and David Baron from NY (7-spoke cast aluminum wheels with attached hardtop, below-right))



A triple-black beauty from NY was riding on gleaming polished Chrome wheels, accented by a shale grey leather interior (below-left). The owner is Raymond Serret.

Another non-conformist was the rare Polo Green metallic Allanté, adorned with gold grill trim, medallion, and pinstriping (below-center). The owner is Warren Michener from FL who has fun in the sun with the top down enjoying the ocean breeze.

The snow-white Allanté, owned by Gary Foote from MI, sported optional chrome polished wheels complemented by a black soft top (below-right).



The attempt with the Allanté of a two-seat roadster did not exactly hit its intended target. With annual sales ranging between 1,931 and 4,670, a total of 21,430 units were produced over the seven-year production run.

Surprise, 10 years later, a second-generation roadster magically appeared in 2003 (as a 2004 model)—the name is XLR. A special car for special people, all coming at a nice price. The base price of the 2004 model was \$76,200, while a Corvette convertible could be purchased for a mere \$51,535, and a hardtop for \$44,535.

Its smooth flowing lines combined with chiseled angular panels, vertical head and taillights, and a disappearing hardtop to become a convertible, made it the car to have! A true 2-seater assembled alongside the Corvette in Bowling Green, KY, some say it was a Corvette that went to "finishing school". Equipped with a 320 HP. 4.5-liter overhead valve V-8 and 4-speed rear-mounted transaxle made for extremely good handling. Engineering and technical advances are too numerous to mention, but did adopt the first radar-based adaptive cruise control (ACC) and magnetic ride sensing.

The evolution of the XLR reached higher goals as it offered a V-Series model in 2005, a supercharged adaptation of Cadillac's Northstar LC3 V-8, pushing out 443 HP. with a 6-speed standard transaxle. Performance measures reflected speeds of 0 to 60 MPH in 4.6 seconds with a top speed of 155 MPH (electronically limited).

Along with the big performance came a big price of \$97,485 (2004), which eventually crept up to \$104,215 in 2009. The limited V-Series totaled only 2,188 units, out of a total of 15,460 XLRs produced in its nine-year production run.

Many proud owners of XLR's were at the show, including but not limited to Elise Olausen's 2009 metallic Electro Blue XLR, a one-year-only color (right-top). Elise is from OH. Keeping her company was the 2009 XLR-V from GA, finished in gloss black and 10-spoke Chrome wheels; the owner is Bob Bowman (right-bottom).



Going back to 1992, the Fleetwood Eldorados metamorphosized from a rather short, stubby shell of a car into a glorious aerodynamic and distinct Cadillac. Cadillac engineering combined with European styling, using sharp razor-edged quarters melded with the angular front clip and incorporating a door-glass-in-roof configuration made this eye-appealing car a favorite among all Cadillac buyers.

Following in the shadow of the Eldorado was the Seville, newly redesigned for 1992. Having a more muscular, rounded appearance, with four doors, made for an excellent family car. Prices for both models increased to a base price of \$32,470 for the Eldorado and \$34,975 for the Seville. The popularity of these two new designs was shown by sales that doubled the number of units sold in 1991.

Fine examples of members' cars were seen as presented by Stephen Morris's 1992 Seville SLS in Carmine Red metallic, accented with real leather seats and polished cast aluminum wheels (right-top). A 1992 Eldorado owned by Gary Cameron of MD, in a different shade of metallic red, was highly reflective of the new roof line integration into the quarter panels (right-center).



The special treat was the 1999 Eldorado custom conversion convertible finished in candy apple red with white fabric top, riding on gold line Vogue tires (right-bottom). The owner is Steven Greenberg of PA. Fabrication conversions on these Eldorados were made by Coach Builder LTD of FL, adding an extra \$17,000 to \$20,000 to the base price of \$43,495. Currently, these models are very affordable as a future collectible, many selling in the \$20,000 range, plus it is a convertible.

This 2001 Seville SLS (right) finished in optional white diamond paint (\$650) shared much with the DeVille luxury sedan (DHS) but was actually on a shorter wheelbase and cost \$4,000 less. The base price of this Seville was \$41,935, and the owner is Stephen Flinn of PA.



Celebrating 50 years, the beloved DeVille for 2000 was totally redesigned but continued with the traditional egg-crate grill and vertical taillights. It was offered in three trim levels, DeVille (K), DeVille Luxury (DHS) (previously d'Elegance), and DeVille Touring (DTS). All new models were powered by the 4.6-liter Northstar DOHC V-8 with 275 HP. and four speed automatic transmission.

The evolution of the DeVille is somewhat confusing but its progression was as follows: 1997-2005/DTS, 2005-2012/STS, 2013-2019/XTS (right), and 2016-2019/CT6 (actually Fleetwood level). Unfortunately, no examples of the 2000s DeVilles were present, but I saw a few parked at the hotel as regular daily-drivers.



What was not lacking was the abundance of the CTS (Catera Touring Sedan). This new, smaller Cadillac was introduced in 2003 to replace the discontinued Catera model (1997-2001) that was an imported model to fill a void between the Cimmaron and DeVille models, hopefully appealing to younger buyers.

Briefly, for those not familiar with the Catera, it was a compact, executive sedan, made in Rüsselsheim, Germany, based on the German Opel Omega model, providing many extras as standard equipment. It was powered by a 200 HP. 3.3-liter DOHC V6 with ram-induction and had a base price of \$29,995.

As mentioned, the newly designed, smaller sporty Cadillac introduced in 2003 was an instant success, selling over 75,000 units the first year. With a base price of just under \$30,000, appealing to the younger generation, it was more affordable than a full-size model.

The evolution of the first-generation CTS came quickly, with the introduction of the CTS-V in 2005, offering a 5.7-liter LS6 engine and 400 HP. with a 6-speed manual-only transmission. The CTS Coupe was introduced in 2010 along with the V model in 2011. Furthering its appeal, a Sport Wagon (e.g. station wagon-European style) was offered from 2011 to 2014, including a V model powered by an LS9 based supercharged V-8 with 550 HP. It is a rare car with only 1,767 built.

Wonderful examples of the CTS were on hand at the Grand National. A 2004 CTS-V in Regal Silver, owned by Alex Swanson from New York, commented on his CTS-V's reliability and agility. Having accumulated 109K miles, the car looks brand new. Alex also mentioned that the 1st generation CTS-V is undervalued and overlooked. A twin CTS-V in silver owned by Steven Greenberg from PA joined the lineup (right-top).

A 2012 black coupe owned by Mark Brosky from MD was joined by a 2013 silver coupe owned by Paul Williamson from the Kansas City Region (right-bottom)



A 2010 CTS Sport Wagon in Blue Diamond Tricoat (right-top) was driven from OH by owner A.J. Mehlow. Other Sport Wagons included this eye-catching 2014 Metallic Ruby Red owned by Paul Ayres from MI, who has driven this gem to many GN shows (right-center). The 2014 CTS Sport Wagon in blue-gray metallic (right-bottom) is owned by Frank Nave from VA, who also owns a beautiful red 1959 coupe.

Progression of the Cadillac full size model can be a little confusing, but the XTS FWD was the replacement for the DeVille, and a new entry, the super-luxury CT6 (AWD), which is actually on the Fleetwood Brougham level. The CT6 was only produced from 2016 to 2019, powered by either the 3.0-liter twin turbo V-6, the optional smaller 2.0-liter engine, or the largest 4.2-liter V-8 turbo, the Blackwing.

The CT6, unlike the XTS, was a standalone model to compete with the likes of the Mercedes-Benz S-Class, Audi A8 and BMW 7-Series. Riding on GM's Omega platform with all-wheel drive, the build quality (fit and finish) was on par with the European luxury fashion leaders. Performance incorporated a 404 HP. V-6, going zero to 60 in five seconds, to rival the European performance models.

Even among Cadillac enthusiasts, this magnificent car flew under the radar—an over-engineered non-performance model, somewhat forgotten, and understated in value. Fortunately, these models can be found at a reasonable price for the selective Cadillac buyer. It has been replaced with the all-electric Cadillac Celestiq EV, but it is not forgotten by those who want the very best.

Our own Kevin and Caro Williams from St. Louis drove their Arctic White 2019 CT6 Platinum (right) to the 2024 Grand National. Now that is going, and arriving, in style!



Recognition should be given to the owners of Escalades, an imposing model that conjures up in one's mind *who owns these machines?*—wealthy, large family, a luxury van people mover (limo) used by hotels, a rapper who prefers a pimped-out version with oversized spoked wheels and blacked out windows, or possibly a subversive/gangster, or fill in the blank.... The Escalade ESC (right-top) did show at the event, but few were seen. The pickup truck version (EXT) made from 2002-2013 was present, as shown by John Lehnhoff's 2011 model from DE (right-center). A shiny, beautiful truck, too good to use as a hauler.

As time waits for no one, neither does the push for electric vehicles (EV), of which Cadillac took the lead in the luxury field. Paul Olsen from CO drove his newly-acquired Lyric EV to the show. Sporting a pleasing light blue finish and driving off the lot with not so much as a whisper.

The future of EVs can be debated, but those passionate about old ICE machines, especially Cadillacs, love to hear the rumbling of a V-8 engine, evoking emotions only a real car lover understands.

In summary, this chapter on the 2024 Grand National has ended, but I am anticipating exciting and new (old) Cadillacs and LaSalles at the 2025 Murfreesboro show. I hope to see you there. Happy Motoring!

(Photos by Doug Birk and the CLC *The Self-Starter*)



LaSalle
CLUB
St. Louis Region

May Edition

2025

CLC - St. Louis Region Calendar of Events



Date	Day	Time	Event	Location	Notes
1/11	Sat	1:00 PM	Monthly Mtg & Holiday Party	Favazza's Restaurant, 5201 Southwest Ave.	
2/27	Thur	6:00 PM	Monthly Mtg - The Sports Café	579 Pennridge Dr., Bridgeton, 63044	
3/22	Sat	10:00 AM	Monthly Mtg - St. Louis Car Museum	1575 Woodson Rd., St. Louis, MO 63114	Lunch out afterwards
4/20	Sun	8:00 AM	HCCM-Annual Easter Car Show	Forest Park-Muny Opera Upper Parking Lot	
5/04	Sun	11:30 AM-3:30 PM	Monthly Mtg & Car Show	St. Martin's Episcopal Church, 15764 Clayton Rd., Ellisville	Circle of Concern Food Pantry Benefit
6/2-7			CLC Grand National	Murphysboro, TN	
6/14	Sat	TBD	Monthly Mtg & Lunch	Van Berkel home, Arnold, MO	RSVP-Bring side dishes/desserts
July	TBD	TBD	Monthly Mtg		
Aug.	TBD	TBD	Monthly Mtg		
Sept.	TBD	TBD	Monthly Mtg		
10/15-18			CLC National Driving Tour	Central New York state	
10/11	Sat	9 AM - 3 PM	Annual CLC Car Show & Monthly Mtg	12481 Ladue Rd., Creve Coeur, MO 63141	Elks Lodge #9, w/Jaguar Club
11/19	Wed	6:00 PM	Monthly Mtg	ELCO Cadillac, 15110 Manchester Rd., Ballwin	Final 2025 meeting
Other Local Car Related Events					
6/15	Sun	10 AM-3 PM	HCCM Father's Day Car Show	Museum of Transport., 2967 Barrett Station Rd.	
9/13	Sat	11 AM-2 PM	Kicks On 66/R.Gori Memorial Car Show	Ray M. Schon Park, Glen Carbon, IL	
9/14	Sun	8:30 AM	HCCM Show & Swap Meet	849 Jeffco Blvd., Arnold MO 63010	Fox School District Service Center
Oct.	Sat	7 PM-11 PM	Archway Oldsmobile Charity Trivia Night	2500 Raymond Dr., St. Charles, MO	Amer. Legion #312, \$20/person