



NORTHWEST OHIO REGION

Cadillac & LaSalle Club Northwest Ohio Region News

January 2014

Volume 7, Number 1



***Monthly meeting
January 11, Saturday, 2:00
Uncle John's Pancake House
3131 Secor Road (near Central Avenue)
Toledo***

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I love 1941 Cadillacs
by Elden Smith

MY FAVORITE OF ALL CADILLACS is this Series 62 Coupe. At the risk of being repetitious, this is my favorite Cadillac of all time. It wears my favorite two-tone color combination. The last occasion on which I wrote about a 1941 Cadillac, I referred to a Series 61 Club Coupe, a.k.a. the Sedanette. That was in September 2010. I admit to the repeat now and to the change in model to which I refer.

In 1941, the rectangular grille was wide, vertical, and bulged forward in the middle. Rectangular parking lights emerged from the top outer corners of the grille. The fenders were home to the headlights. Accessory fog lights had space provided under the headlights. Three chrome spears appeared on the rear section of all four fenders. Rear fender skirts were standard. All Cadillacs shared the same 346 cu. in. 135 hp, L-head V-8, with power rising to 150 hp.

Sales more than quadrupled to 24,734, in part due to the huge popularity of the new Series 61. The new “torpedo” style with its low streamlined runningboardless bodies and expansive shoulder room had proved a big hit.

This Cadillac Series 62 Coupe belongs to Julie Sackett. It appears in the AOL and Google gallery of 1941 Cadillacs. Julie’s name does not appear in the 2014 CLC membership directory, but she is a member of the Oregon CCA.



Father Time and the Baby New Year published in 1895, possibly by the New York Times.

President's Message
by William Shepherd

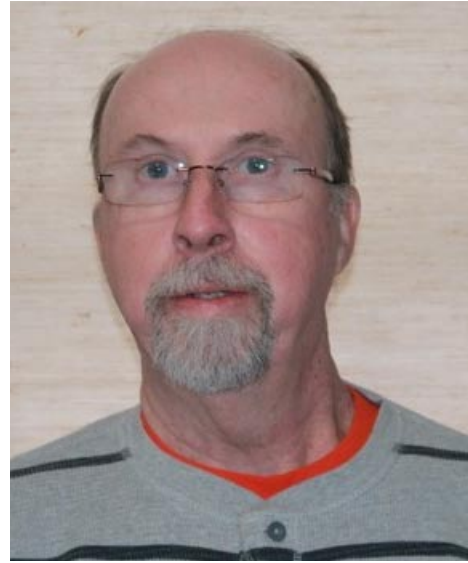
IBEGIN THIS COLUMN by thanking outgoing President George Louthan for starting up the Northwest Ohio Region of the CLC, and helping it to grow for the last five years. Ever the go-getter, George will continue his service to the Region as the Activities Director.

My goals for the Club consist of five things.

First, I want to increase the membership. Depending on your age, many of us now in the club lived through part or all the golden era for Cadillac, from the '30s up through the '70s. Those younger may need some convincing that Cadillac is more than standard GM fare with different badging and a higher price tag. In the last 25 years, cars like Allanté, Fleetwood, XLR, and Escalade have continued to represent the upper echelons of motoring. Youth not familiar with Cadillac's legacy may be enticed into the hobby by those models.

Second, I want to make better use of the knowledge base we have within the Club. We have individuals with great Cadillac technical knowledge, great Cadillac historical knowledge, great artistic flair, great organizational skills, and great communications skills. Rarely are those talented individuals utilized in their strong suit. Contributions need not be large to be significant.

Third, I want the members to become more familiar with the individuals in the Club and their cars. For the 7+ years that I directed the CADILL-IKES Chapter, which I had founded, I did exactly that. Every story of pursuit, ownership, and repair or restoration of your Cadillac is interesting. You just might not think so.



Don't be surprised if you are on the other end of the phone line doing an Owner Interview with me.

Fourth, I want to help foster the CLC/NWO Region's stepping onto the stage of the larger organization.

I think an Inter-Regional is a good opportunity to demonstrate what we can do, and a good first step in that regard.

And fifth, I want to increase participation in the events our Region sponsors. It is sometimes lonely on the show field or at a meeting. While everyone's life is hectic, you own that classic car and joined the Region for the enjoyment of each.

I thank you for the confidence you have placed in me, and I look forward to serving the membership.

I'll see you on the Cadillac road.

***Winter Meetings at
Uncle John's Pancake House
3131 Secor Road
(near Central Avenue)***

January 11, 2:00

February 8, 1:00

March 8, 2:00

April 12, 2:00



Random thoughts launch our 2014 newsletter

by Elden Smith

CELEBRATING THE NEW YEAR OR NEW YEAR'S EVE has never been a big thing for me, though I do anticipate seeing college football one last time until the fall season arrives. No matter who plays or in which bowl, I always hope Big Ten teams will do well. Nostalgia is important to me in a New Year's celebration. Perhaps that explains my loyalty to the Big Ten, though many folks belittle the entire Conference as over-rated and underachieving.

I was ten years old when Northwestern University beat the University of California in 1949. That was the first time that I really understood the game. My parents did not buy a TV until later that year, so I listened to the game on the radio with a newspaper picture of the Rose Bowl field in hand. This helped me visualize what was actually happening.

At age forty in 1978, it was still a thrill to see the Rose Bowl Stadium for the first time. I did not have tickets to the game—too pricey for a family of six. The venue was still breathtaking. The big event for me was not the New Years events in 1978, but the blizzard (January 25–27) that began just days after my family returned from a winter vacation in California.

I do not recall the year that my parents decided I was old enough to “see in the New Year.” I don't recall it because I fell asleep like my own kids did years later.

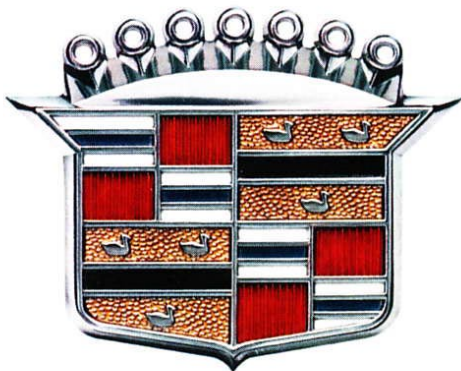
Maybe some of these remembrances will help readers call to mind their own New Years experiences.



*Public Show
January 18-26, 2014
Cobo Center
Detroit*

TO ECHO OUR PRESIDENT'S ASPIRATION FOR CLUB GROWTH, here is an editorial thought. It struck me as amusing. I hope you will snicker, too.

I would like to see an influx of new members who are younger than their Cadillacs! It is easy for newcomers to qualify—even my cars are younger than I. This means we have to attract people who are really old or young folks who have newer vehicles. I think Bill will be happy with anyone of any age, new cars or old ones. Let's help our president achieve this goal.



DUKE GERCKE HELPED IMPROVE NEWSLETTER CREDIBILITY with a correction from the December issue. Duke phoned to tell me these things, so I hope I quote him correctly. Sometimes my telephone note taking is not the best. Here is Duke's upgrade on my published information.

Last month, the newsletter article on carburetors spoke of the three 2-barrel configuration as ranging from 1959–1975. Actually, the first came in 1958, and it was a different size than in 1959. In 1958, the triple Rochester 2-barrel arrangement was standard on the Brougham and optional on other models.

*Do you remember when...
a New Years nostalgia page*

COULD THIS BE A STONE AGE CADILLAC PICTURED BELOW?

Produced by Hanna-Barbera, the *Flintstones* aired on ABC-TV from September 30, 1960 to April 1, 1966. The series placed modern concerns and inventions in a Stone Age setting. For three decades, it was the most financially successful run in syndication until *The Simpsons* appeared. In 2013, *TV Guide* ranked the *Flintstones* second among TV cartoons of all time, with *The Simpsons* ranked first.



Blade photo of blizzard below

The picture below is one or many dozens that appear on aol.com enhanced by Google. Type in "1978 blizzard." A link called "images for 1978 blizzard" appears lower on the page. Here is a warning: be prepared to spend a lot of time on this page. It is interesting, but it is better if you have a large computer monitor. By clicking on each picture, you will enable a large size version.

The *Toledo Blade* printed this picture.



The Editor's Inbox

From Burt Park

This is AWESOME—something we should all remember.

A 92-year-old, petite, well-poised and proud man, who is fully dressed each morning by eight o'clock, with his hair fashionably combed and shaved perfectly, even though he is legally blind, moved to a nursing home today.

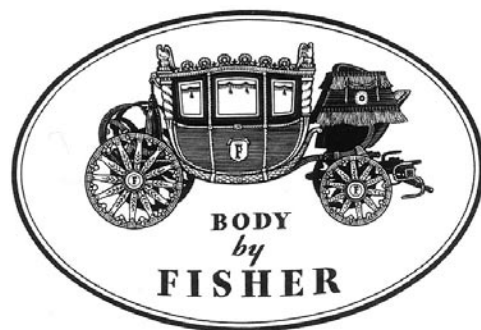
His wife of 70 years recently passed away, making the move necessary. After many hours of waiting patiently in the lobby of the nursing home, he smiled sweetly when told his room was ready. As he maneuvered his walker to the elevator, I provided a visual description of his tiny room, including the eyelet sheets that had been hung on his window.

"I love it," he stated with the enthusiasm of an eight-year-old having just been presented with a new puppy.

"Mr. Jones, you haven't seen the room; just wait."

"That doesn't have anything to do with it," he replied. "Happiness is something you decide on ahead of time. Whether I like my room or not doesn't depend on how the furniture is arranged—it's how I arrange my mind. I already decided to love it. It's a decision I make every morning when I wake up. I have a choice. I can spend the day in bed recounting the difficulty I have with the parts of my body that no longer work, or get out of bed and be thankful for the ones that do. Each day is a gift, and as long as my eyes open, I'll focus on the new day and all the happy memories I've stored away for this time in my life. Old age is like a bank account. You withdraw from what you've put in."

So, my advice to you would be to deposit a lot of happiness in the bank account of memories!



Submitted by Tom Tapp

Ring in the New Year!

A '49 caddy convertible with a bell: back in the day, this bell was mounted under the front floorboard driver's side. The switch was like another dimmer switch to the left of the brake pedal. When we were kids, Dad would drive us down town and ring the '49's bell on New Year's Day. People would look to see where that bell was coming from.

Hee, Hee, Hee, HAPPY NEW YEAR TO ALL!



What a Privilege!

by Philip Compton

WHEN GEORGE LOUTHAN CALLED and asked me to drive in the Toledo Holiday Parade, I was just about to put the convertible to bed for the winter. I had driven in this parade before on November 29, and I remembered that it was very cold and rather unorganized. But George assured me that this year it would be better organized and that they moved the parade up a few weeks for better weather—besides I would get to drive the Grand Marshal.

I had the heater fixed on and headed for Toledo, Saturday morning, November 16. I met George ('76 Eldorado) and Bob Stahl ('74 Eldorado) and things seemed well organized. The reason my convertible was selected for the Grand Marshal was because it has four doors and the Grand Marshal was a wounded military PFC.

PFC Stephanie Morris is from Toledo. On November 26, 2012, she was deployed to Bagram, Afghanistan, where she was assigned to gunner and machinery driver. On June 18, 2013, she and four others attended training classes off base. When they left the training and awaited transportation back to base, they were attacked by mortar rounds. PFC Morris was able to summon for help, but unfortunately she was the only one of the four to survive the assault. She sustained a compound fracture to her left femur and shattered bones in her right foot. She was transported to the Army's field

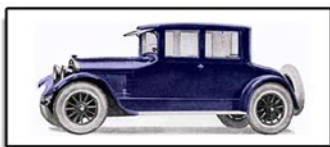
medical facility where she was stabilized and later moved to Landstuhl, Germany, on the day of her birthday. She was then flown to Walter Reed Hospital in Bethesda, MD, where her recovery continues.

PFC Morris was flown to Toledo on November 15, and escorted into town by the Buffalo Soldiers Motorcycle Club, and other motorcycle groups, where she was honored with a lunch. The Buffalo Motorcycle Club preceded us in the parade.

PFC Morris was housed in the hotel adjacent to the beginning of the parade and just before the parade began, she and her mother and two other women joined me in the convertible. We helped her sit on top of the back seat where she could be seen and wave to the people. She seemed very pleased, but humbled by the response of the people along the parade route. Once she commented, "They are thanking me for getting blown up?" But people all along the parade route gave her a rousing applause. And I was deeply honored and considered it a great privilege to transport her in the parade.

As we ended the parade, we came back to the beginning. We were unit #11 in the parade order and we met Alan Haas in his '65 Eldorado (#61 of 72 units) who was just getting started in the parade. We drove two blocks alongside the parade back to the hotel to let Stephanie and her party out. I then had to turn around and drive back against the parade to proceed to I-75 and home to Ada. Again, it was an honor and privilege to drive PFC Stephanie Morris in the parade.





Cadillacs!
Lasalles!
Full Classics!

May 30
Country Tour!

May 31
Grand Classic!

June 1
The Experience!

Classic Car Club of America Museum

THE CCCA MUSEUM BOARD OF TRUSTEES

REQUESTS THE PLEASURE OF YOUR COMPANY AT THE

2014 CCCA MUSEUM EXPERIENCE

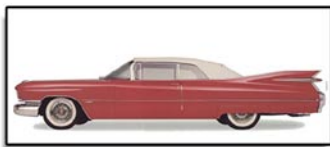
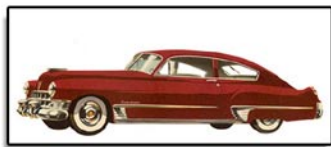
THIS YEAR'S EXPERIENCE WEEKEND WILL TAKE PLACE May 30 - JUNE 1, 2014

AT THE CCCA MUSEUM IN HICKORY CORNERS, MICHIGAN*

THE THEME FOR THE 2014 EVENT IS ALL CADILLACS/LASALLES THROUGH 1962
AND A GRAND CLASSIC FOR ALL CCCA FULL CLASSICS®

You may download the entry application at cccamuseum.org.

*Located on the grounds of the Gilmore Car Museum where you can enjoy seven partner museums housing 500 quality automobiles, motorcycles, steam era vehicles, and much more.



LADIES AND GENTLEMEN,

please see attached our invitation [above] to all Cadillac and LaSalle automobiles through 1962 to our Experience May 31–June 2, 2014.

We would like to insert this invitation into your regional publications at least two times starting in December 2013 and again in February or March 2014.

We would be pleased to pay for the advertising if necessary and if you would like any better or duplicate copies of the advertisement, please let me know.

Thank you,

Howard Freedman

President, Classic Car Club of America Museum
(and long standing member of CLC)

PO Box 42127

Portland, OR 97242

503-234-8617

Believe it or not
(received via the Internet)

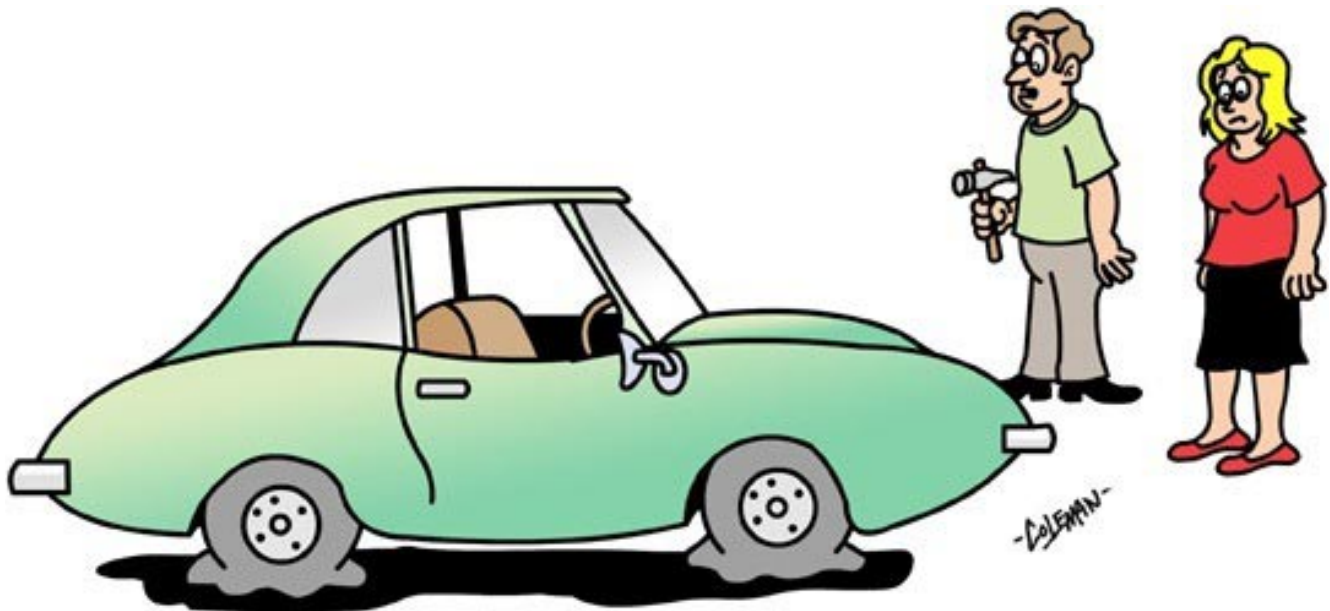
Drive train vibration issue

A driver ran over a mattress and decided to keep going. The ensuing jumble finally whipped around enough to put a tear in the gas tank, the subsequent lack of fuel is what finally brought this vehicle to its knees.

It had still managed to travel 30 additional miles with a 60-lb. tangle wrapped around the drive shaft.

This genius complained that the vehicle had a "shimmy" when driving at high speeds.

This is what the dealership found.



**" I COULDN'T AFFORD STUDED SNOW TIRES SO I
TRIED DRIVING NAILS INTO THE TIRES I HAVE . "**

received through aol.com assisted by Google

Treasurer's Report
by Andrew Shepherd

Beginning balance.....	\$1,300.15
Deposit dues.....	\$30.00
Deposit dues.....	\$118.00
Newsletter expense	\$45.70
Expense for Taylor Show	\$46.00
Balance on December 12.....	\$1,356.45

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***Visit the CLC/NWOhio
Facebook page at***

***[www.facebook.com/pages/Cadillac-
Lasalle-Club-of-Northwest-Ohio/
141332016021534](http://www.facebook.com/pages/Cadillac-Lasalle-Club-of-Northwest-Ohio/141332016021534)***



1959 Cadillac Cyclone

Allanté-XLR Club, a Chapter of CLC, shares pictures

“Thought I would share this with you all. You might want to save the photos you like to use in newsletters or such. Some of these would look so good to be on the road today as they are timeless in their looks.

Note the 1953 Cadillac Ghia was more than concept and had an Aly Khan and Rita Hayworth connection.

Motoring on,
Nick Ferrantino”

Mentioned in the December newsletter, Nick is a CLC, and Allanté-XLR Club member, and is a regular contributor to that club’s newsletter. His note above indicates his vision for inter-club sharing.

For CLC/NWO members too young to remember Rita Hayworth, here is her picture. Also for those who do not remember the scandals of the 1940s and 1950s, Rita Hayworth was often the center of attention because of her numerous marriages and divorces, listed here.

Edward C. Judson (married 1937; divorced 1942)

Orson Welles (married 1943; divorced 1948)

Prince Aly Khan (married 1949; divorced 1953)

Dick Haymes (married 1953; divorced 1955)

James Hill (married 1958; divorced 1961)

Rita Hayworth died in 1987 at the age of 68.



Rita Hayworth in 1945



1953 Cadillac Ghia

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Classified
Member items for sale



- **1955 Coupe DeVille**, 35,000 miles on odometer, one re-paint in 1988, California car, original hydramatic, original 331 cubic inch engine. \$38,000 firm. Contact Steve Kasprzak, 419-693-8098 (picture above)

For sale by friends of the club

1998 DeVille D'elegance, 92,500 miles, never seen winter, tan in color, asking \$5000. Blaine Place (friend of Phil Vrzal). Call 419-874-6415 (residence) or 419-262-4077 (cell). E-mail bdeplace@gmail.com

1941 Cadillac four-door sedan, selling from an estate. Asking \$27,500 obo. Contact John Castellanos at 419-704-8704.

1970 Cadillac Sedan DeVille (hardtop), 60,000± miles, 503-ci engine. Turquoise with turquoise vinyl top and interior. Only rust on front quarter panel. Second owner. Ran two years ago, always garaged. New tires two years ago. Best offer. Call Lillian at 419-779-6236.

- **1975 Cadillac Eldorado Convertible**, 11,000 miles. Red with red leather interior, white top. Excellent condition, \$19,000. Call Duke Gercke 419-588-2737
- **1976 Cadillac Coupe DeVille**, 33,000 miles, White with blue vinyl top, blue leather interior, Excellent condition, \$12,000. Call Duke Gercke 419-588-2737

Literature for Sale

Cadillac Master Parts List ('38-'56) CD, 1,322 pages for \$40 as listed in *The Self-Starter*. Special \$30 to NWO/CLC members. Great data base. Easy navigation to enlarge, rotate etc. Print whatever you need. Sectioned by Parts Groups 1-55 with illustrations, charts and detailed info. Bound version sells for \$175 online. Phil Vrzal, NWO/CLC (419) 203-5956; Email: pcking@bex.net

For Sale by Attorney for Estate

1977 Cadillac Eldorado Biarritz coupe, 128,000 miles, sunroof option, 425 cubic inch engine, automatic; runs, shifts, and stops well, white half-padded vinyl top over white body; interior is white leather with red carpet, red dash with no cracks, and red seat belts.

Needs four fender extensions. Surface rust about one inch wide on all sides of the sunroof, a little surface rust on top of left fender, and at bottom of sail panels. Paint otherwise in generally good shape, and vinyl top is in very good shape.

The Estate is asking \$3900 for it—but as this is the last thing keeping the Estate open I will entertain offers.

J. P. Smith, Attorney for the Estate. Call 419-244-0991.

