



Cadillac & LaSalle Club Northwest Ohio Region News

January 2015

Volume 8, Number 1

NORTHWEST OHIO REGION



CLC/NWO monthly meeting
Saturday, January 10, 1:30
Uncle John's Pancake House
3131 Secor Road (near Central Avenue)
Toledo

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The Caddy's daddy demanded precision
by Elden Smith

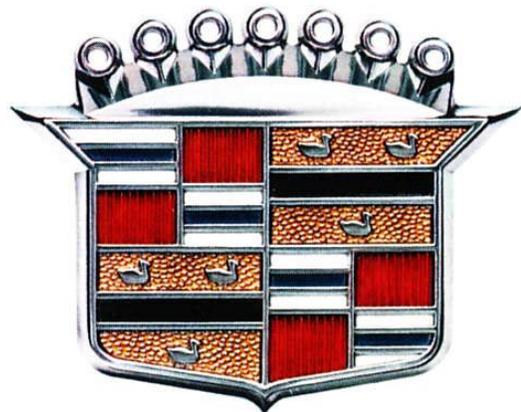
CADILLAC FOUNDER Henry Leland appears on the cover with his personal car. This one-cylinder, two-passenger Cadillac Model H was one of Leland's favorites. Seavers and Erdman, coachbuilders in Detroit, received the commission to build this car in 1902. Under the supervision of Fred J. Fisher, co-founder of Fisher Body, this was the first enclosed Cadillac and the auto industry's first car with a completely closed body.

Designed to Leland's specifications, it was a custom vehicle in that this 1905 Cadillac rode on a chassis designed for 1906. Leland gave the car its name in honor of the Seminole Indian Chief Osceola.

The two-seater was top-heavy—it was five inches taller than it was long. Leland, who drove his cars as hard as he did his employees, occasionally flipped Osceola on its side due to speed. Legend says that family members persuaded Cadillac personnel to tune Osceola down to prevent injury to Leland or to others. The story goes on that Leland would discover this safety measure and retune Osceola to suit himself.

Originally painted green, it later received a dark blue paint job. Osceola is on display in the Cadillac Historical Collection. The Detroit Historical Museum has also occasionally displayed the car. Osceola remains largely in original condition, just as it was when Leland drove it. It was part of the 2004 launching of the Limited Edition Neiman Marcus Cadillac XLR. More on the earliest Cadillacs and on Leland appears on pages 8–11.

Official GM Photograph is from the General Motors Media Archives.



President's Message

by William Shepherd

AS YOU READ THIS, you are probably headlong into the holiday season. It seems all of the world's religions have a significant celebration in December. So I hope your holiday is a happy and peaceful one filled with joy and family and celebration. As we look to the New Year, many interesting old car events are on the calendar. The price of gasoline seems to have been moderating in recent weeks, so if it stays that way it might help motivate you to get out your old car and come to our various CLC/NWO events.

If you look elsewhere in this newsletter, you will see our upcoming meetings going into 2015. Food at the meetings always improves the turnout, so I will look to do the same in the New Year. I don't have a monopoly as to which restaurants we select to hold club meetings, so your suggestions are appreciated. With moving comes changes—you will note a new e-mail address for me.

Looking back on 2014, it was a good year for the Region in that membership held steady and a small increase even occurred. We are all getting older, but seem to be holding up OK. I do hope we can encourage more young people to join the Region in 2015.

I wish all of you a Happy New Year, and I look forward to reconnecting with each of you in 2015.

I'll see you on the Cadillac road.



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**Treasurer's Report
by Andrew Shepherd**

Balance November 12	\$1894.37
Newsletter expense	\$37.17
Bank fee	\$2.00
Deposit from dues	\$204.00
Balance December 15	\$2,059.20

Winter meeting schedule

All meetings will be at
Uncle John's Pancake House at 1:30.

January 10

February 14

March 14

April 11



Some 1941–1942 Cadillacs were not well known

by Elden Smith

READERS CONTINUE TO SHAPE OUR NEWSLETTER. Good things happen when they question incorrect or hazy statements.

The December issue drew comment from Alan Haas. I share a portion here. More of Alan’s e-mail appears on the Inbox page. Alan wrote:

“Hi Elden:

Another great issue! I believe the Cadillac on page 10 listed as a 61 Series is actually a 63 Series.”

Below:

Labeled a Series 61 on page ten in our last month’s issue, this is really a 1941 Series 63.



Alan was correct, but he aroused my curiosity. The car of page ten of the December issue is a Series 63—not a Series 61—just like Alan said. Series 63 was not a popular series. The Series 67 was another 1941 that received comparatively little attention. Cadillac produced Series 63 and Series 67 for just two model years—1941 and 1942. I knew these two series existed, but I had little information about them. Here is some gap-filler for me and for our readers. I also turned to the Internet for more knowledge of these cars.



Above:

A 1941 Series 63 from Hemmings Daily.

Cadillac at 100: Legacy of Leadership provides production statistics. It lists Cadillac passenger car production by series for these years and many more.

1941		1942	
Series 61	29,250	Series 61	5,700
Series 62	24,726	Series 62	4,960
Series 63	5,050	Series 63	1,750
Series 67	900	Series 67	700
Series 60S	4,100	Series 60S	1,875
Series 75	2,104	Series 75	1,526

Next, I went to the *Standard Catalog of Cadillac, 1903–2000* to check on base prices of four-door sedans for 1941–1942. Here are the results.

1941		1942	
Series 61	\$1,445	Series 61	\$1,647
Series 62	\$1,495	Series 62	\$1,754
Series 63	\$1,696	Series 63	\$1,882
Series 67	\$2,595	Series 67	\$2,896
Series 60S	\$2,195	Series 60S	\$2,435
Series 75	\$2,995	Series 75	\$3,306

Wikipedia offered the following information.

“The Series 63 was similar to the 61. It was available as a sedan only and rode on the same wheelbase. The Series 67 of 1941–42 was somewhat longer than the Series 75. Series 67 was a Fisher-bodied car, but rode on a 139-inch wheelbase.”



Hemmings Daily/Motor News/SIA Flashback offer this.

“The sudden cancellation of the LaSalle marque left behind a number of questions, and none of them puzzled SIA writer Arch Brown as much as the circumstances surrounding the 1941 Cadillac Series 63, the car that would likely have been the LaSalle had the latter been allowed to continue into the 1941 model year. That Cadillac continued to use the body is no surprise—the division probably had to make use of the body rather than write off

its development costs—but why Cadillac positioned it higher than the 61 and 62 remained a mystery when Brown wrote this article for SIA #159, May 1997.”

This kind of research proves that I have too much time on my hands. There are no car shows or cruises at this season of the year, and it is too cold to go into the garage for a “quick detail” session. I guess reading and research will satisfy the indoor hobbyist for the next two months. Stay warm, dry, and safe—spring will soon be here.



Above left: 1941 Series 61 Club Coupe (Sedanette), above right 1941 Series 62 Coupe



Above: 1941 Series 67 Sedan



Above left: 1942 Series 63 Sedan, above right 1942 Series 67 Sedan

My First Car: The Gray Ghost

by Phil Compton

In Virginia, we could get our driver's license at the age of 15—not now of course. On my fifteenth birthday, I purchased my first car—a 1941 Chevrolet Deluxe 4-door sedan from an older couple who went to our church. They purchased their first post-war car—a new 1957 Pontiac. There were a few things under the dash that were held together with paper clips and chewing gum, but otherwise the car was in very good condition with over 100K miles.

Normally, one had to be ten years old to deliver the Washington Post newspaper, but because my older brother already had a route, I was able to get one in our neighborhood at the age of nine. Eventually I delivered over 600 papers daily at a nearby apartment complex, and as a teenager was making very good money. I kept this route until I went to college—along with an afternoon job in the Alexandria Hospital.

I purchased the Chevy for \$35 and put very little money into it. We were very busy customizing my brother's 1949 Plymouth—which he kept into early marriage. The Chevy

was a light gray color and I had a white ghost painted on the front fender with the inscription The Gray Ghost above it. This car had vacuum shift, so it was not possible to speed shift or race the car, but I really wasn't into that much. My cousin and I drag raced a 1940 Ford, with a '56 Buick engine and a 1939 LaSalle transmission.

Unfortunately, about nine months after I purchased the car, I was coming home from my paper route and a drunken Marine ran a stop sign at a T-intersection and crashed me into a ravine. The car was totaled and I ended up in the hospital. His insurance company paid me \$135 for the car and my hospital bills. I then purchased my mother's 1955 Dodge Red-Ram V-8 four-door sedan when she bought her new 1957 Chevy Bel Air 4-door sedan complete with fender skirts (they cost \$15 at that time). I kept the Dodge through college.

The deal at our home was that my cars were my cars, my gas, my insurance; and my parent's cars were their cars, their gas, and their insurance. And the two didn't mix—not even for prom night. I only drove my mom's Chevy or dad's Caddy to take them out of the garage to wash them. I drove my dad's last Cadillac—a 1974 Sedan—only after he died in 1976.



1941 Chevrolet images taken from Google website—not Phil's car.



Activities Report

by George Louthan, Vice-president, Activities Director

THE 2015 ACTIVITIES HAVE NOT YET BEEN CLARIFIED except the Spring Crank-Up Tour that is being sponsored by Phil Compton. I will touch on that later in the article. As most of you know, I am a touring fan, as I believe in driving the old cars.

Having said that, I am looking for ideas from members as to what you would like to do. Last year I scheduled several driving meets to rural cruise-ins with sparse participation. I would like to continue that theme but if you do not wish to participate in these activities I need to know that along with any other ideas you would like to see. Please give me a shout on my e-mail or by phone with your thoughts. Being one of my passions, I will continue cruise-ins on my own and invite you to tag along if you wish.

Getting back to the Spring Crank-Up Tour, Phil Compton is in the final stages of details for this very interesting event and will fill in the details in the February issue. In a nutshell, this will be a driving tour on a Saturday in April visiting the two Piatt castles and other stops in the Mad River Valley. That area is easily accessible by I-75 south and US 68 to Bellefontaine, Ohio. I'm looking forward to the details from Phil.

On the long range from the CLC National, two events are easily accessible from Toledo and I highly recommend them.

- The National Driving Tour is sponsored by our sister Motor City Region and is held on August 11–15. The tour is in southeast Michigan and will include a portion of the Woodward Dream Cruise.
- The Grand National Meet is held in Bloomfield, Wisconsin (Milwaukee suburb) on June 24–27

These great national events are within a one to six hour drive from Toledo. If you can go, sign up, as they are both promise to be great events.

Trivia—by George!

December Trivia

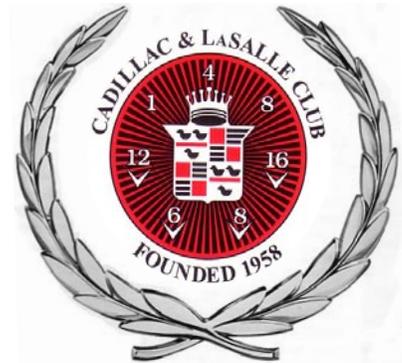
Question: what concept car inspired the production of the '57-'58 Eldorado Brougham?

Answer: Some of you may have chosen the GM Motorama models of 1955 and 1956. Although they were close concepts of what was to come in 1957, the first Motorama concept car to evoke the design was in 1954 and was called the Park Avenue, thus my reference to Buick.

January Trivia

Question: What famous endurance tour was started in the early 1900s, what was the name of the Tour? And what was the name of the sponsoring organization? Cadillac was a regular participant to prove their endurance.

Hint: The tour still goes on each year and is managed by a sister old car organization along with the original organization.



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1954 Park Avenue concept car



The Cadillac Historical Collection provides a wealth of information for Cadillac lovers

by Elden Smith



1930 Cadillac V-16 engine
at the CLCMRC,
Gilmore Car Museum, Hickory Corners MI



2014



Cadillac Historical Collection crests

CAROUSING AROUND THE INTERNET turned up some Cadillac data that interested me. I hope readers will enjoy this also. The following information was part of a press kit provided by the Cadillac Division of GM. I cannot determine the date on which this article appeared in print.

The Cadillac Historical Collection, housed close to the GM Technical Center in Warren, Michigan, features the most significant models produced by America's leading luxury automaker. The models on display go back as far as the first Cadillac production car, a 1903 Model A Runabout. Altogether, the collection includes about fifty models that bring to life Cadillac's history of technological innovations and styling throughout the century.

In addition to production vehicles, the Cadillac Division's Historical Collection includes concept cars, landmark engines such as the first mass-produced V-8 engine, and memorabilia from the Clark Street facility in Detroit where all Cadillacs were built from 1921 to 1987.

"This collection represents an important heritage for Cadillac," said John F. Smith, Cadillac general manager and General Motors vice president. "We take great pride in the style, technological sophistication and craftsmanship found in these great Cadillac models of the past. At the same time, these models are an inspiration as we strive to create future vehicles that make people say, 'Wow,' when a Cadillac goes by."

Origins at Clark Street

The museum began to take shape in 1988 when a group of Cadillac employees, sharing a passion for the company's history and sensing a need to preserve it, located space on the third floor of the Clark Street manufacturing building.

After renovating the space and laying out display areas, they set about locating cars and other items that were stored away in various areas throughout the company. More recent models that had been shrink-wrapped and crated in anticipation of the museum's opening were brought from storage.

Company-owned cars, engines, old displays, and artifacts began to appear from storage areas. Cadillac's 1959 Cyclone show car was retrieved from the Sloan Museum in Flint; the 1907 Model M Touring Car from the engineering basement; and the prized 1931 Sport Phaeton, donated to Cadillac by the original owner in 1975, from the Detroit Historical Museum.

After Cadillac moved its headquarters and production out of the Clark Street facility, a new home was sought for the Cadillac Historical Collection. The collection was moved in September 1994 to a site in Warren.



A 1903 Model A Runabout



A 1909 Model 30



Henry Leland's 1905 Osceola with its current blue paint.



Leland House in the Indian Village district of east Detroit (1052 Seminole Street) built 1901.

A new year prompts backward glance at auto history

by Elden Smith



The age of automotive giants

IMAGES OF FATHER TIME mingled with automotive nostalgia inspired this article. Perhaps (said with tongue in cheek) it was the photo of Henry Leland's beard juxtaposed with Father Time that led to this. The intent is to pay homage to those whose labors, imagination, and courage formed the foundation of the auto industry and gave rise to our hobby. Some of this history might be cut short. It was rather long and complicated, but I hope that this account is not too skimpy to be accurate.

Horse to horseless carriage

The birth year of the modern car, 1886, is the year that German inventor Karl Benz built the Benz Patent-Motorwagen. His German contemporaries, Gottlieb Daimler and Wilhelm Maybach worked as partners. In 1890, they founded Daimler Motors Corporation and sold their first automobile in 1892. Gottlieb Daimler died in 1900.

Benz received a patent for his work first. He subsequently patented all the processes that made the internal combustion engine feasible for use in an automobile. In 1879, he received his first engine patent. Then in 1886, Benz received a patent for his first automobile.



Both Benz and Daimler continued to manufacture separate automobile and internal combustion engine marques until June 28, 1926. On that date, Benz & Co. and Daimler Motoren Gesellschaft merged. They agreed that, thereafter, all of the factories would use the brand name of "Mercedes-Benz" on their automobiles.

They derived their name from a 1900 engine named for the daughter of Emil Jellinek. Jellinek became a Daimler director in 1900 and ordered a small number of racecars to be built by Maybach. He further stipulated that the engine must be named Daimler-Mercedes. Daimler produced the first models bearing the name Mercedes in 1902. Jellinek left the Daimler board of directors in 1909.

Cadillac founded on the ashes of Henry Ford's first failure

Henry Leland, of Leland & Faulconer Manufacturing Company, received the nod from Ford's creditors to appraise the Ford plant and equipment preparatory to liquidation of the company's assets. Instead of offering an appraisal, Leland persuaded Murphy and Bowen, Ford's backers, to continue manufacturing automobiles using Leland's proven single-cylinder engine. This new company, the Cadillac Automobile Company, came into being August 22, 1902.

A few Cadillac and GM leaders who changed the face of the auto world

Henry Leland.....	1843–1932
Alfred P. Sloan	1875–1966
Chair of GM Board	1937–1956
GM CEO.....	1923–1946
Harley Earl.....	1893–1969
Vice-president of design	1927–1958



Charles Franklin Kettering
Time Magazine cover
February 1933

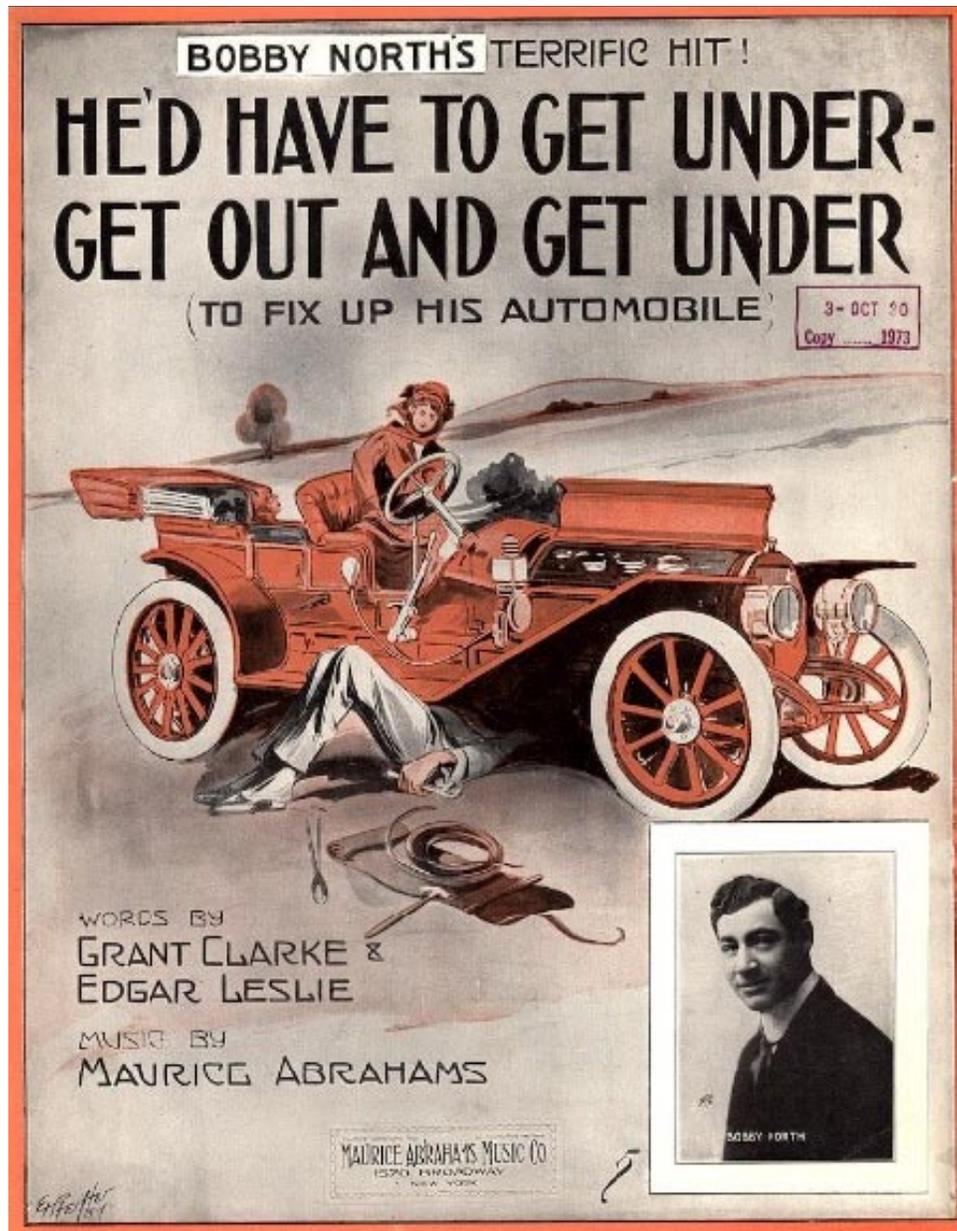
Do you know this song from the Brass Era?

Recorded by

Al Jolson 1913, Billy Murray 1914, Bobby North 1908,
and revived by Bobby Horton 2003

(in the Ken Burns documentary film *Horatio's Drive*)

He'd have to get under
Get out and get under
To fix his little machine
He was just dying to cuddle his queen
But every minute when he'd begin it
He'd have to get under
Get out and get under
Then he'd get back at the wheel
A dozen times they'd start to hug and kiss
And then the darned old engine it would miss
Then he'd have to get under
Get out and get under
And fix up his automobile.



The Editor's Inbox

Final word on the Dewar Trophy

Hi Elden:

To my knowledge, the Royal Automobile Club did not ever present Cadillac with a separate trophy. The recipients of the Dewar Trophy award are recognized by having their name installed on an individual silver plaque on the base of it—the same as is done with the Borg Warner trophy for the winner of the Indy 500.

FYI, the Royal Automobile Club was kind enough to ship the Dewar Trophy to Cadillac when we celebrated the Grand Opening of the Cadillac Historical Collection at the Clark Avenue plant in 1990. Both of Henry Leland's granddaughters, Miriam and Gertrude were in attendance as well as Harry Barr, lead engineer with Ed Cole for the 1949 331-cid Cadillac engine (as well as the small block Chevrolet that was introduced in the 1955 model year).

Alan

My First Car writer's response

Dear Elden,

I thank you for the wonderful job you did on my first car story. The picture you found is my car exactly. If only it was still around!

Sadly, I sold the car to a friend of my brother-in-law and in less than a month he demolished it! He lived on Utah Street under the hi-level Bridge. He crashed the car on the bridge and limped it home, then came to my house to tell me how all the chrome broke and came over the hood. I still don't like that guy! This picture and story will be framed and will be hanging on my garage wall of fame forever!!!! Thank you and I am looking forward to seeing you and the other members soon.

Mike Munding, Cadillac Club member



1907 Cadillac Model M from the Cadillac Historical Collection (note right-hand drive)

*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.
Happy 2015!*



*Taylor Cadillac
6100 West Central Avenue
Toledo OH 43615
419-842-8800
www.taylorauto.com*

Classified plus stuff that fits no place else—

Member items for sale

- **1996 Cadillac Fleetwood sedan.** Platinum gray exterior with gray padded top, gray interior, LT-1 engine, everything works, excellent condition. Ride in style and comfort. \$4,500. Contact George Louthan, 419-754-4454 or gelouthan@bex.net
- **1953–55 Eldorado wire wheel rims**—need restoration. First \$100 takes them home. Contact George Louthan, 419-754-4454 or gelouthan@bex.net

For sale by friends of the club

- **1951 Cadillac Series 62 4-door sedan.** Original interior, new jet-black paint, new tires, rebuilt engine. Runs great. \$25,000 OBO. CLC/NWO reference: Mike MacAllister for Len Gallagher (419-478-1140) or Pat Gallagher (419-392-4170).

**Think summer!
Club picnic
8310 Garden Road, Maumee
Saturday, June 13, 2015**



Experience the next generation of transportation at the North American International Auto Show 2015. See more than 500 vehicles on display, representing the most innovative designs in the world and experience North America's largest and most prestigious automotive showcase.

The last laugh with Alan Haas

A man was walking down the street when he was accosted by a particularly dirty and shabby-looking homeless man who asked him for a couple of dollars for dinner.

The man took out his wallet, extracted ten dollars and asked, "If I give you this money, will you buy some beer with it instead of dinner?"

"No, I had to stop drinking years ago," the homeless man replied.

"Will you spend this on old car parts instead of food?" the man asked.

"Are you NUTS!" replied the homeless man. "I haven't had an old car in 20 years!"

"Well," said the man, "I'm not going to give you money. Instead, I'm going to take you home for a shower and a terrific dinner cooked by my wife."

The homeless man was astounded. "Won't your wife be furious with you for doing that?"

The man replied, "That's okay. It's important for her to see what happens to a man after he has given up drinking and restoring old cars."



***Visit the CLC/NWOhio Facebook page at
www.facebook.com/CLCNWO***



A 1962 OLDSMOBILE SUPER 88 4-DOOR HARDTOP, similar to the one in this picture, was the first car owned by a CLC/NWO member. It will be the subject of "My First Car" in February. Can you guess which member owned one of these? Do not submit your guesses. Keep wondering until February.