

Volume 47, Number 6

November 2022



VALLEY FORGE REGION CADILLAC / LASALLE CLUB



President: Mike Stinson

Michael.c.stinson46@gmail.com

Vice president/Editor: Robert Schles

therobertschles@gmail.com

Secretary:

Treasurer: John Wood;

renopa@verizon.net

Membership: Earl Rutter

erutterjr@gmail.com

Dealer show coordinator: Marty Watkins

martyhw@msn.com

Calendar/Sunshine: Bud Coleman;

bandbc40lasalle@aol.com

Webmaster: Jeff Hansen;

garagedude@gmail.com

BOARD OF DIRECTORS

John Barry

Michael Marchese

Earl Rutter

Robert Schles

Mike Stinson

John Wood

Cliff Woodbury III

Mike Zimmerman

PAST PRESIDENTS

Lew Howells [1975-82]

Gary Anderson [1983-7]

George Cavanaugh [1988-9]

Jack Hotz [1990-1]

Don Miller [1992-3]

Bill Edmunds [1994-5]

Jack Hotz [1996-9]

Toni Rothman [2000-01]

Rob Robison [2002-03]

Mike Barruzza [2004-05]

Marty Watkins [2006-09]

Cliff Woodbury [2010-2011]

Ron Hux [2012-2017]



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The Valley Forge Region meetings are held the third Tuesday of the month at the Desmond Hotel in Malvern, PA at 7:30pm. If you can't be there in person, the meeting is available via Zoom at the following link:

Join Zoom Meeting

[https://us02web.zoom.us/j/71438914122?](https://us02web.zoom.us/j/71438914122?pwd=UDZDQUG0OFRtYVRSZmdacDNaa0JlDQQT09)

[pwd=UDZDQUG0OFRtYVRSZmdacDNaa0JlDQQT09](https://us02web.zoom.us/j/71438914122?pwd=UDZDQUG0OFRtYVRSZmdacDNaa0JlDQQT09)

Meeting ID: 714 3891 4122

Passcode: VFRmonthly

One tap mobile dial-in:

+13017158592,,71438914122#,,,,*2569716791# US (Washington DC)

+13126266799,,71438914122#,,,,*2569716791# US (Chicago)

Dial-in by your location (audio only):

+1 301 715 8592 US (Washington DC)

+1 312 626 6799 US (Chicago)

+1 929 205 6099 US (New York)



Greetings. I blinked... and it is now November! The season and the year are rapidly coming to a close. The Valley Forge Region and CLC National, had a busy, but fun year.

We resumed our annual fall show in Lahaska PA on October 16th. We added some fun, variety, friendly competition, and more cars by co-hosting with the Philadelphia Region Lincoln and Continental Owners Club (LCOC). This resulted in over one hundred cars participating. Considering the quality and diversity of participating cars, as well as the quantity, the show was a remarkable success. We answered the question that has confounded the American luxury car enthusiast for over a century: Which is the preferred luxury car – Cadillac or Lincoln? The answer: **Cadillac!**, as exemplified by the first People's Choice Award for the "Best Land Yacht" presented to Michael Lizzio and his 1960 Cadillac Fleetwood Sixty Special. Many thanks to everyone from CLC, LCOC and other clubs who attended. Special thanks to Carl Villone, Philadelphia Region LCOC Director, Jim Casilio, and VFR's own John & Helen Wood, Michael Marchese, and Robert Schles for all of their hard work and assistance.

VFR and CLC National also hosted a successful hospitality tent during AACA Fall Hershey meet. Holding the show on a Friday for the first time in the event's 67-year history did not diminish participation; there were over 1,000 cars on display! At times, the CLC tent was filled to capacity. I displayed my 1976 Fleetwood Brougham, with its original (Autumn) Firethorn paint. Many thanks to Rob Robison for planning, organizing, and running the tent for the last twenty years! This was Rob's last year as tent organizer. The VFR Board will be looking to members to help continue this tradition at Fall Hershey in the years ahead.

It is hard to believe, but it is election time again... for the VFR Board. All current Board members have agreed to serve another two-year term. In keeping with the Club's bylaws, we have posted a ballot on page 5 of this issue. Please cast your vote for the incumbent(s) or insert name(s) of Club members (including yourself) who you would like to nominate. Please *ask* the potential nominee if they would be willing to serve on the board before nominating them. Anyone who is interested in serving on the VFR is welcome to contact me by email or phone, and I would be happy to provide details of what is involved.

We will close this year with our annual Banquet at the Pennsauken Country Club on Sunday, November 13th, and our Holiday Brunch with the DVCCC on Sunday December 11th. See the flyer on pages 8 in this issue. Please plan to attend one or both of these events before we all get busy with the holidays.

The other Northeast region directors and I will begin planning for the 2023 Northeast Inter-Region Meet and show in January. We are welcome back to the AACA Museum next year, but we would like to find a venue further east and north to encourage more members from North Jersey, Raritan River, Long Island and Verrazzano regions to participate. If you have any



suggestions for a venue and meet activity (PA, NJ, NY, MD), please let me know.

The January monthly meeting serves as VFR's Annual meeting. This is an opportunity for members at large (you) to ask questions or raise concerns with your Board. I encourage everyone to join us at the Desmond Hotel on Tuesday, January 17th at 6:30 PM if you would like to discuss any club business with the Board.

National News: dates and details of upcoming national events are on page 7 of this issue.

- ◆ The 2023 National Winter Board Meeting will be held in Charlotte NC January 25-28th. All members of CLC National are invited to attend. If there are any specific questions or issues you would like brought before the national Board, please contact me.
- ◆ The **2024 Grand National** will be held at the **Wyndham Hotel in Gettysburg PA June 11-15**. A host region has not been announced, but I have been informed that VFR will be called upon to help organize and run events & activities. Please contact me by email if you are interested in helping, and in what capacities.

I hope you enjoy the member car stories in this month's issue. Share *your* car story in *The Goddess* by emailing a draft to Robert at least one month in advance of the publication date. He will collaborate with you to edit your article for grammar, punctuation, spelling, conciseness, and word-count.

This will be my last message to you this year. I wish you, your families, and friends a Happy, healthy, and safe holiday season and prosperous New Year. Thank you all for your comments, suggestions, and continued support. Keep your CLC family in your thoughts and prayers, along with your immediate family. Please stay *well!*

Your *Grateful* Director,

Michael Stinson

The car hobby is not about our cars; it's about people; our cars are merely a catalyst for cultivating relationships.



VFR MEETING NEWS

- ◆ There was a great turnout for the VFR's Annual Car Show Held at Peddler's Village in Lahaska, PA. Over 100 cars participated in the event. See page 14 for the details.
- ◆ This is the time of year when your Board of Directors are selected. It doesn't take much of your time and it's a great way to get involved in the Valley Forge Region. If you would like to join the Board, email Club Director Michael Stinson at michael.c.stinson46@gmail.com by **December 2nd**. You will find the ballot on the next page. Be sure to attend the January annual meeting where the members can bring up any club business with the Board.
- ◆ This year's Holiday Brunch will be held at a **NEW LOCATION, The Black Powder Tavern in Wayne, PA. on Sunday December 11th**. The brunch will be held in conjunction with the Classic Car Club of America. The registration form for the brunch can be found on page 8. Return the form to Don Miller no later than **Monday December 6th**.
- ◆ By now you should RSVP'd to the VFR Awards Dinner host by Jack and Nancy Holz. We hope to see you at the Pennsauken Country Club on **November 13th**.
- ◆ Our membership Director Earl Rutter sent out membership renewal reminders last month. For those who need to renew, don't forget to send in your membership renewal back to Earl. The membership form can be found on page 27. **Thanks for being a member!**

***A reminder: VFR holds its meetings the 3rd Tuesday of the month at 7:30pm
at the Desmond Hotel in Malvern, PA***

If you are unable to attend in person, all VFR club meetings

are available via Zoom from the following link:

Join Zoom Meeting

<https://us02web.zoom.us/j/71438914122?pwd=UDZDQUg0OFRtYVRSZmdacDNaa0JDQT09>

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+13126266799,,71438914122#,,,,*2569716791# US (Chicago)

Dial-in by your location (audio only):



CADILLAC - LaSALLE CLUB VALLEY FORGE REGION, INC.

Notice to Members at Large of the 2022 Election of the Board of Directors

Per Article V of the Constitution of the Cadillac & LaSalle Club – Valley Forge Region, Inc. (the Club):

...The Club’s Board of Directors shall consist of the President, Vice President, Treasurer, Secretary and five (5) club members elected from the membership at large. Past Presidents, when the Club member is in good standing, shall be members of the Board ex-officio without voting rights.

...Any member in good standing shall be eligible to be elected to the office of Director. The term of office of elected Directors shall be two (2) years and may seek, if elected, to serve successive terms until their successors have been elected.

Section 3 - ELECTIONS:

... In the Final year of the Board’s term of office... nominated candidates will be announced and any additional nominations will be entertained...

In accordance with the above Article of the Constitution of the Cadillac & LaSalle Club – Valley Forge Region, Inc. (The Club, VFR), the table below lists the incumbent (current) members of VFR’s Board of Directors. Seven of nine current members of the VFR Board have agreed to serve another two-year term, commencing on January 17, 2023. Members may nominate one or more members (including themselves) to serve on the Board and fill two vacancies. Please write your nomination(s) in the table below and return to Michael Stinson, President, VFR, at Michael.c.stinson46@gmail.com or print and mail completed form to 21 Windermere Drive, Blue Bell PA 19422. Completed nomination forms must be received no later than December 2nd, 2022.

VFR Board of Directors Nomination Form

Incumbent Name	
John Barry	John Wood
Michael Marchese	Clifford Woodbury III
Earl Rutter	Michael Zimmerman
Robert Schles	
Michael Stinson	
Alternate Nominee(s)	



IN CLC NATIONAL NEWS



Upcoming

**Grand Nationals
National Driving Tours
Winter Board Meetings
2022-2024**

**Save
the Dates!**

2022 National Driving Tour

October 30–November 4 • Virginia Beach, Virginia, to Charleston, South Carolina • *Multiple Regions* hosting



2023 Winter Board Meeting

January 25–28
Embassy Suites by Hilton Charlotte Concord Golf Resort and Spa
Concord, North Carolina • *Carolina Region* hosting

2023 Cadillac & LaSalle Club
GRAND NATIONAL BUQUERQUE

2023 Grand National Meet

June 20–24 • Albuquerque Marriott Pyramid North Hotel
Albuquerque, New Mexico • *New Mexico Region* hosting



2023 National Driving Tour

September 18–21 • Northern Indiana and southwestern Michigan
Indiana and Northwest Ohio Regions hosting

2024 Winter Board Meeting

January 24–27
Sheraton DFW Airport Hotel
Irving, Texas

2024 Grand National Meet

June 11–15
Wyndham Gettysburg Hotel/Courtyard by Marriott Gettysburg Hotel
Gettysburg, Pennsylvania

Check *The Self-Starter* outer wrap or cadillaclasalleclub.org for updated information



VFR Website Statistics (courtesy Jeff Hansen):

For mid-September to mid-October (9/18 to 10/15 - 28 days)

146 website visitors (or 5.21 per day). This compares to 174 visitors (4.97 per day) over the previous period.

Top countries where our visitors are from: USA (132), Netherlands (3), Canada (2), China (2), and other countries with 1 visitor each.

10 most popular pages: 1) Home page, then President's Message
The Goddess Join Us! - Membership Sign-up
Online Calendar of Events Our Cars
Current News Classified Ads
Our Friends 10) FAQs

Treasurer's Report From John Wood Through 9/30/2022

INCOME		EXPENSES	
Banquet Registrations	\$714.00		
Gateway Donation	\$200.00		
Lahaska Registrations	\$168.00	TOTAL	\$0
NET 2022 YTD:	\$716.51		

We have a new ongoing series starting this month by Mike Zimmerman

The Cadillac Driver's Bookshelf

Bonsall, Thomas E. **Cadillac: The American Standard**. Stony Run Press, 1993: a heavily illustrated (B/W) coverage of Cadillac (and GM) with appendices of Cadillac General Managers, The Cadillac Coat of Arms and listing of Models, Prices, Production and Specifications through 1994.

Clarke, R.M. **Cadillac Automobiles 1949-1959**. Motorbooks International, 1985: Reprints of many articles originally published in the UK. These are especially interesting for Consumer Analysis and Owner Opinions. Many B/W illustrations and specifications are included.

Dietzler, James A. **Classic Cadillac Auto Focus**. Friedman/Fairfax Publishers, 2000. Well done color photos of a variety of Cadillacs, cars and details.

Heilig, John. **The Cadillac Century**. Chartwell Books, 1998: Complete history up until 1997, with specifications, sales information and many excellent color photos.

Hendry, Maurice D. Cadillac: Standard of the World, The Complete History. Automobile Quarterly Publications, 1990: The definitive work up to the publication date. Produced by the now sadly defunct publishers of Automobile Quarterly.

Langworth, Richard M., ed. **Cadillac: Standard of Excellence**. Publications International. 1980. Brief history through the 1980 model year, with B/w photos and two central color showcases.

Most of these books are available on Amazon.





DELAWARE VALLEY REGION
Classic Car Club
of America



The Valley Forge Region of the Cadillac & La Salle Club and the Delaware Valley Region of the Classic Car Club of America are

pleased to invite you to the

2022 HOLIDAY BRUNCH

!! NEW LOCATION !!

AT THE BLACK POWDER TAVERN

1164 VALLEY FORGE ROAD WAYNE, PA 19087

SUNDAY, DECEMBER 11, 2022, 11AM-2PM

COST: \$46.00/ADULT – TAX AND GRATUITY INCLUDED

Directions: When exiting US RT 202 (Devon exit), take RT 252 North

To West Anthony Wayne Drive, Traffic light at the Tavern.

Turn left and enter the rear entrance of Tavern

Name(s): _____

Street address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Club Affiliation (check one): VFR-CLC DVR-CCCA

Number attending: _____

Total remittance: \$ _____

**Return to
Don Miller
By Monday
Dec. 5th**

Make checks payable to **VFR-CLC**. Mail to:

Don Miller
80 Village Way
Malvern, PA 19355-2128
610-329-4377
bluefludon@aol.com

If you would like to have your car feature in the next Goddess, just email me.

My 1942 Cadillac

Based on a two-part article published in *The Self-Starter* in March 1991 and February 2006

By Jeff Hansen



My 1942 Cadillac 7533 Imperial Sedan left Clark Street on or about September 27, 1941. The car was shipped to the R J Schmunk Company in Cleveland, Ohio. Schmunk, a story in himself, was the Cadillac distributor for the Cleveland area at that time. The car remained unsold until delivery was taken by initial owner H A Higgins of Shaker Heights on May 3, 1942. Higgins didn't get to enjoy his new limousine for long; he passed in July 1942. The car passed at some point to F Midgely of Maple Heights, Ohio, who owned the car until my father purchased it in the summer of 1959. Dad was fifteen (15) at the time and paid \$50. Dad believes he was the third owner of this magnificent automobile.



Just a used car at the time my dad bought it, the car was still remarkably intact with its original equipment as proven by the many photos Dad took of the car when he owned it. The youthful exuberance of a fifteen-year-old overcame Dad and subtle changes were made: the front bumper guards were removed, the fender spears were removed, different wheel covers were installed etc., but nothing irreversible. Rust was starting to show in spots. Cleveland winters will do that.

Dad and his brother drove the car for several years to high school and to college. My grandmother said she loved to watch the car pull into the driveway and witness a dozen of my uncle's fraternity brothers exit the car. Fun fact: you can fit a toboggan inside this car with the divider window down!

Since Dad was only fifteen (15) at the time of purchase, the car was titled to my grandfather.



Although Dad and his brother owned MANY cars in their youth, this car stayed in the family: Grandpa wouldn't sell it. He knew it was something special.

The failure of the bronze idler gear between the distributor and the camshaft took the car off the road in the late 60s. As no one in the family was active in the old car hobby at the time, a replacement gear



proved difficult to locate. Eventually, one was found and installed. By then, though, Dad and his brother had graduated from college and moved away. The car sat in my grandparent's garage in the winter and in their driveway in the summer for several years. The only time the car moved under its own power during this time is when my grandparents moved from the Cleveland area to Greensburg, PA in the mid-1970s. Dad drove it to its new home.

My affiliation with this car began in the early 1970s when I would stay with my grandparents for summer vacations. I loved to sit in the back of that car and pretend I was being driven around or that I was on my way to make a hit on a rival gang. Good times for a youngster!

As I got older, I was responsible for the maintenance of the family cars and so I was attracted to this big old car in my grandparent's garage. When one time I asked if I could work on the Cadillac, my grandparents did one better: they gave the car to me! Wait, what? You're GIVING me this car? As I recall at the time, I was about the age of Dad when he bought it: 15. Dad wasn't too thrilled about this. He really didn't want anything to do with the car at that point. He'd had his fun with it and was long over it. Mom, however, was more sympathetic. Grandpa signed the title over to Mom. The car was "mine!"

By this time, though, the car was just worn out. To preserve the car, my grandmother had brush-painted it Rustoleum Blue while they still lived in Cleveland. But there was no more pushing it into the driveway for the summer. It sat in my grandparent's garage year-round. It was quite the sight. While visiting in the summers, Grandpa and I were able to get the car running. It certainly wasn't drivable. No brakes, the wiring was questionable, and half of the exhaust system had rotted away. All I could do was wait patiently and dream.



It was during this time that I discovered two things that would prove very important: GM Photographic microfilm offerings and a publication called *Hemmings Motor News*. I ordered the microfilm roll for 1942 from GM Photographic and printed the shop manual in Dad's dark room. I still have the microfilm and that manual – printed white on black since it was microfilm and not negatives. I think I memorized that shop manual front to back. When I finally got a real 1942 shop manual some years later, it seemed funny to read since I was so used to the white on black version I had printed.



While in college in the early-1980s, I finally talked my parents into letting me bring this car home. Grandma and Grandpa were certainly thrilled to have the behemoth out of their garage. The day after the decision was made, I wasted no time in grabbing my buddy, Jim, and hightailing it to Greensburg to make the car road worthy and drive it 250 miles to our home in Dayton, Ohio. If you'll recall, I mentioned the car had no brakes, suspect wiring, and half an exhaust system. No matter. We got the brakes working, patched the bad wiring under the hood, and found a Thrush glasspack muffler that would fit this car right before the auto parts store closed on a Saturday night. We pumped up the tires and we were off the next day.



We only had one problem on the trip: one of the starter solenoid wires that we had replaced fell across the right hand cylinder head and melted the plastic covering. Smoke billowed out from under the hood as I got the car stopped. Opening the hood, the wire was GLOWING. We found a small branch on the side of the road and I hooked that wire on it and yanked as hard as I could. The wire disengaged and flew away from the car; catastrophe was averted.

Just one thing: we had no spare wire with us. Ever the friend, Jim drove off in our chase car and managed to find a store open in Washington, PA on a Sunday morning and returned with more wire. We quickly replaced the wire and were on our way. I don't think we ever went faster than 45 or 50 on that trip. Fortune favored the foolish.

We had no storage space at home, but another uncle stepped forward and allowed me to keep the

car in his garage about a half-hour from home. The car was physically closer, but I was still dreaming.



In 1986, once I was out of college and established in my career, I relocated to northern Delaware. I arranged to have the car shipped to me (at my employer's expense!) from Ohio. With the car in my garage, I could now begin thorough research on the car and determine what it would take to get it running and roadworthy.



The initial plan was just to make the car roadworthy and then restore it bit-by-bit over time. However, the motor was knocking, the brakes needed to be completely replaced as did the fuel system, new tires were necessary, the wiring was not savable, and portions of the front fenders were flapping from rust and deteriorated fiberglass repairs. The rust in the floor, trunk, and rockers was extensive. A partial restoration just wasn't going to do it. On January 1, 1990, the left front fender was unbolted from



the car. A full restoration began starting with the drivetrain. Once the car was fully disassembled in the spring of 1995, I sent the bare body and frame to WW Motor Cars & Parts in Broadway, VA. Jack and Libby Wenger and their team of talented craftsmen repaired all the rust, stripped all the Rustoleum Blue paint my grandmother had so lovingly applied all those years ago, and applied a flawless black paint job. The car then went to Dave's Interior Restorations in Emmaus, PA for the complete resurrection of the interior. In June of 2005, the car was finally back in my garage for final assembly. The entire restoration process took over 15 years.





The plan was to drive the car to its initial showing at the AACA's Hershey meet in October 2005. Rain that morning cancelled that plan; I couldn't bear to drive this freshly restored limousine in the rain to its first show. The first show was the very first vehicle display ever held at Winterthur Museum in Wilmington, DE in the spring of 2006. The first national showing was the Meadow Brook Concours in August 2006. Rob and Chevonne Robison were kind enough to trailer the car to Detroit for me. We didn't win anything, but the experience was amazing!

Since then, there have been other concours, CLC local and national shows, AACA events, CCCA events, and Cars and Coffee. It's not the most comfortable car to drive for long distances. I'm six feet tall and the front seat is non-adjustable because of the limousine partition wall. Anything an hour or less is fair game. More than that, not so much.

From where that car started when I first saw it 50+ years ago, to where it is today, is a night and day difference. I wish my grandparents could have seen the end result before they passed.



VFR's Biggest Lahaska Show Ever!

With over 100 cars in attendance on October 16th 2022, this was the biggest car show ever for the Valley Forge Region. Cars came from as far away as Virginia to attend the show. Everyone agreed having the show with the Lincoln and Continental Owners Club (LLOC) was a great success. We have to thank our club Director Michael Stinson who coordinated with the LLOC Philadelphia Region's Director Carl Villone to bring the two clubs together. Both clubs vigorously advertised the show on social media which helped get the word out. With so many in attendance, it was great to catch up with old friends and make some new ones as well. Throughout the day Helen Wood collected the 50/50 fund raiser for the club. At 2:30 The trophies were awarded to the Best Cadillacs, Lincolns and other makes. Plus a special trophy went to Michael Lizzio for his 1960 Fleetwood Sedan voted as the "Best Land Yacht".



Cadillac Winners at the Lahaska Show



Jerry & Mary Parnes 1931 Coupe



Marty Watkins 1941 Fleetwood



Jeff Montgomery 1955 Series 62



Mike Marchese 1959 Fleetwood



Stan Noll 1959 Fleetwood



Michael Lizzio 1960 Fleetwood



Hank Hollowell 1962 Eldorado



Brian Rachlin 1970 Eldorado



More Cadillac Winners at Lahaska



Eric DeVirgilis 1977 Coupe deVille



Mark Dressel 1989 Allante



Mike Bobby 2007 DTS



Michael Zimmerman 2011 CTS





More Cars from Lahaska





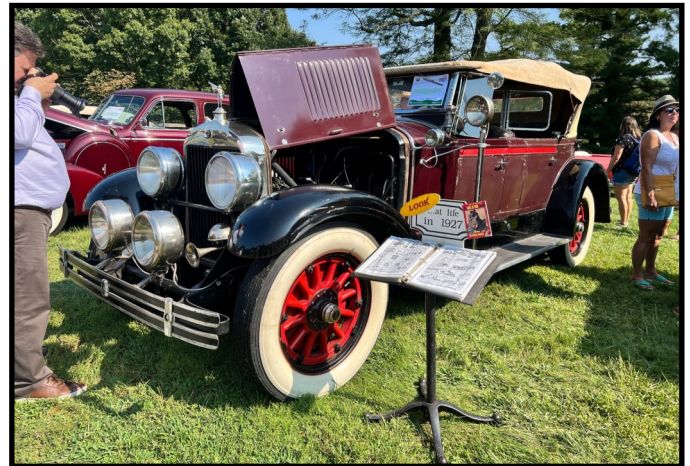
Even More Cars from Lahaska



A Great Turnout For Hagley Museum Car Show



The annual car show at the Hagley Museum and Library had a turnout of over 500 cars. It was reported spectators had to wait nearly 45 minutes to get in to experience the wonderful automobiles. This year's theme, "General Motors – The DuPont Years" explored GM's early twentieth century automotive innovations. Many club members were included in the feature section. The show includes a vehicle parade, motoring music, and a food court.







ALL NEW 1964 BOOK OF PARTS & ACCESSORIES
Everything for CARS, TRUCKS
FOR ALL CARS!
 Antique thru 1964 Models
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220 PAGES
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J.C. WHITNEY'S AUTOMOTIVE ACCESSORY PARTS BOOK
 "Everything for the SMALLEST to the LARGEST Car!"
 THOUSANDS OF ITEMS FOR ALL MAKES, YEARS AND MODELS OF CARS...
 HOT RODS * TRUCKS * CUSTOMS * IMPORTS * PICKUPS * WAGONS...
 ★ ALL CARS!
 PERFORMANCE, GAS MILEAGE, ECONOMY ACCELERATION, RIDING COMFORT
 IMPROVE SPEED, HORSEPOWER AND VALUE
 DO-IT-YOURSELF REPAIR PARTS FOR EVERY CAR & TRUCK SAVE TIME, MONEY AND TROUBLE
 DRESS-UP • MODERNIZE • CUSTOMIZE, LOOK BETTER, LAST LONGER

How many of you couldn't wait to see the latest edition of the J. C. Whitney catalog? I would scan through the catalog to see what amazing driving accessories every owner needed. Here are just a few examples of the unusual items available way back when.

"CADDY" BULLET TYPE TAIL LIGHT LENS FOR CHEVROLET, CORVAIR AND CORVETTE

Looks exactly like the bullet tail light lens on the '59 Caddy. Dresses up and gives the original tail or back-up lens perfectly—no need to drill. State make, year, model and stk. no. \$1k. No.

CHEVROLET	1958 exc. Impala	17-6210-Set 4	\$4.00
	1958 Impala	17-6211-Set 6	\$12.00
	60-61 exc. Impala	17-6212-Set 4	\$4.00
	60-61 Impala	17-6213-Set 6	\$12.00
CORVAIR	60-61 All	17-6212-Set 4	\$4.00
CORVETTE	60-63 All	17-6210-Set 4	\$4.00

ELECTRIC "Ding-Dong" BERMUDA BELL

- The two-tone chimes with the sound from Bermuda.
- Just a touch of the finger gives that well-known "ding-dong" sound.
- Easily installed—fits all cars.

Now... an electrically operated Bermuda bell that gives the same clear, ringing "ding-dong" as heard on the romantic island of Bermuda. Operated remotely from a dash-mounted push-button, bell can be mounted under hood, on the firewall, between grille and radiator... or if desired, on the outside of the car. Precision engineered for tone and resonance. Beautifully chrome plated throughout. Complete with mounting bracket, push-button switch and necessary wiring.

No. 17-2341—6 & 12 Volt. Each **\$8.95**

TURNPIKE TOLL GUN

Just load it—cock it—shoot it—hits the opening every time.

Gun holds quarters and nickels in any combination—ends perilous last second fumbling for coins.

Rugged die cast and precision nickel plated metal stamping construction.

Finished in beautiful hammertone paint and clear anodized aluminum.

Gift-perfect for salesmen, truck drivers, vacationers.

No. 17-6305—Each **\$4.95**

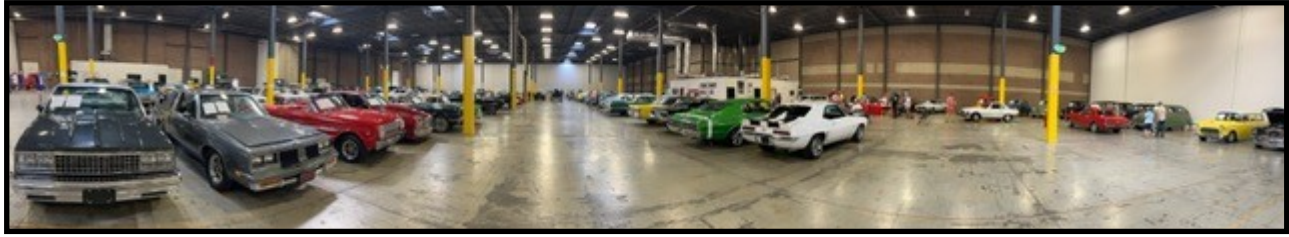
Per kit **\$8.85**

1956 LOOK ELDRADO TYPE REAR FENDER FINS

Triple Chrome Plated

Give your car the new 1956 Custom Look. Heavy die cast, triple chrome finish, highly styled, 4 1/2" high x 2 1/2" long. Adds a long sleek appearance to your rear fenders. Complete with gasket and hardware. Easy installation. Fits:

54-56 Buick All	1952 Olds (98)
53-56 Chev. All	53-56 Olds All
53-54 Chrysler All	53-54 Plymouth (Exc. Cranbrook)
49-56 Ford except 55 Fairlane	1955 Plymouth All
52-54 Mercury All	49-52 Pontiac All
No. 411 Pair, POSTPAID	\$9.95



On August 27th The VFR was the "featured club" at **Gateway Classic Cars** in West Deptford Township, NJ. Members who attended received a "Swag Bag" of goodies. Plus the



club received a **\$200.00** donation for participating.

Thank you **Gateway Classic Cars of Philadelphia!**

<https://www.gatewayclassiccars.com/>



VFR Members' Cars Excel in Radnor Hunt Concours By Toni Rothman



Several VFR members participated in the 25th Anniversary Radnor Hunt Concours d'Elegance on Sunday, September 11, 2022 at the Radnor Hunt Club in Malvern, PA. Although it rained all day, no one's spirits were dampened.

Hank Hallowell's 1962 Cadillac Eldorado Biarritz 2-Door Convertible won first place in the Cadillac 1949 - 1969 class.

Jerry & Mary Parnes 1931 355A V-8 Cadillac Convertible Coupe took first place for Pre War Open presented by the Cadillac Designers.



Scott & November Nickett won first place in the Cadillac 1970-Present class for their 1976 Eldorado.



Toni Rothman's 1993 Allante, 2-Door Convertible, Pininfarina, received the Radnor Award (second place) in the Cadillac 1970-Present Class.



Michael Stinson displayed his 1976 Fleetwood Brougham Sedan. He was fully prepared for the weather.

From Ask a Hemmings Editor By Kurt Ernst 05/11/2022

Hemmings

How can you preserve your tires from age-related rot?

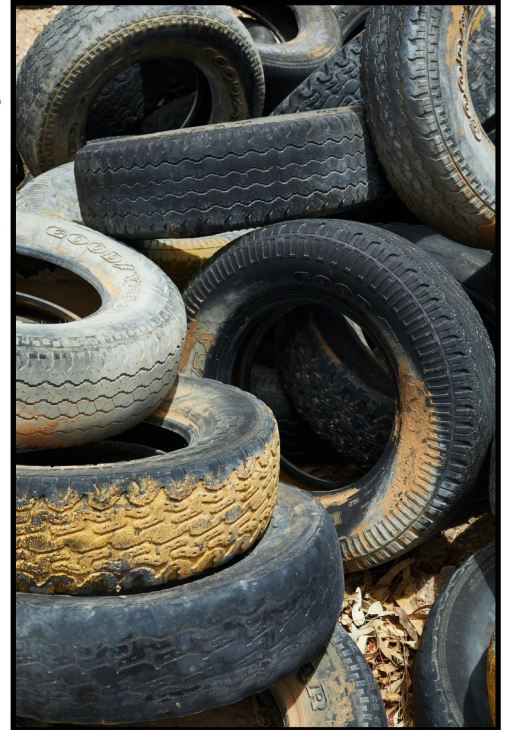
Tires may be the most overlooked—and most misunderstood component on your car. While modern tires are incredibly capable (even compared to those made a decade back), they still require some degree of care and feeding to maximize their lifespans.

Reader Doug Higbee recently chimed in with a rather specific question about tire care, asking: *Tires age. 'We' know this to be the case. What would be Hemmings recommendation to preserve tires from age-related rot? I cannot confirm what I was advised many years ago: Using a pure silicone spray on the tire will help replenish what has dried from the tire over time. I have witnessed this absorption to be extremely rapid after the spray contacts the tire, leading me to believe it benefits a 'thirsty' tire.*

First and foremost, we need to acknowledge that modern tire compounds have evolved at an incredibly fast pace. In some cases, they've become even more specialized, too: Modern summer-only performance tires offer a level of grip unimaginable in a street tire a few decades back, but the window in which they can be safely used has grown smaller. Both Pirelli and Michelin warn that summer-only tires may be subject to sidewall cracking in low temperatures, voiding any manufacturer's warranty.

With this in mind, the rubber compounds used in a modern tires differ from the rubber compounds used in tires years ago. What may have been good advice for a '60s-era bias-ply, or an '80s-era radial, may be harmful to tires today. For advice on proper tire care, we looked to Goodyear, which manufactured over 169 million tires (of all types) in 2021.

Per the Akron, Ohio-based manufacturer, sidewall and tread weathering, often referred to as dry rot, is a result of the breakdown of compounds used to make the tire. Though a natural age-related process, several things can accelerate this, including UV exposure, environmental extremes (particularly a hot, dry climate), high ozone levels, underinflation, and lack of use. Tires benefit from regular exercise, and don't like to remain stationary for extended lengths of time. According to South Bend, Indiana, (and online) vendor [the Tire Rack](#), "The repeated stretching of the rubber compound actually helps deter cracks from forming."



To care for tires, [Goodyear recommends](#) cleaning them regularly with water and a mild dish soap, followed by a rinse with clean water. The manufacturer cautions against the use of *some* tire dressings, specifically those that contain petroleum distillates. While these products may temporarily enhance a tire's appearance, in the long run petroleum products can prematurely age a tire. The Tire Rack backs this up, advising that excessive use of tire cleaners and dressings can remove anti-oxidants and ozone protectants from the tire's rubber compounds.

Silicone grease is often used to [lubricate and swell rubber seals](#), but an o-ring is not the same thing as a tire. We've seen anecdotal reports of silicone sprays adding tire shine (and restoring color), too, but if the tire manufacturer doesn't specifically recommend it, there's probably a reason (and it's not just to sell more tires).

Instead, to maximize tire life and reduce dry rotting, we suggest you check the tires regularly for proper inflation, and cover any tires that may have direct exposure to sunlight (even through a window). If the vehicle in question is parked for an extended period, consider putting it on jack stands to take the weight off the tires, or at the very least repositioning it every month or so. Avoid parking near equipment that potentially generates ozone, such as generators or welders, and prevent temperature extremes if at all possible. Wash the tires as Goodyear suggests, and if you really want to use a product on the tires, opt for a water-based dressing that doesn't contain petroleum distillates.

Finally, keep in mind that tires can also age from the inside out. Even if a tire appears to be in good condition externally, there's no way to know if an older tire is safe to use. We tend to follow the 10-year rule, since a set of tires is a lot cheaper than the potential outcome of a tire failure, particularly one at speed.

The original Hemmings article can be found here:

<https://www.hemmings.com/stories/car-culture/classics/how-can-you-preserve-your-tires-from-age-related-rot>





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