



Mt. Hood Region Cadillac & LaSalle Club Portland, OR



April 2019 Newsletter

Website: www.mthoodclc.com

Director's Message: Spring has sprung! And it's time to start enjoying our Cadillacs And LaSalles.



Several members of the Club enjoyed a wonderful outing on April 20th to The World Of Speed Museum in Willsonville, followed by wine tasting at Pheasant Run Winery in Aurora and ending At Abella Restaurant In Willsonville. Many Thanks to Sue Rohner for this activity.

This summer is going to be busy, starting with, but certainly not limited to, The Lemay Museum in Tacoma presentation of "The Cadillac Standard of The Word Exhibit" and brunch on May 11th, The 2019 Grand National June 11th-15th in Louisville, KY., The Mecum Auction in Portland, Or. June 21st & 22nd, The Mt Hood Region "The Cadillac and LaSalle Show", August 24th and the 2019 National Driving Tour sponsored by The Valley Forge Region, October 21st – 27th. Please plan to take attend these and our other Club events.

Plan to attend our next General Membership Meeting on May 22nd at Elmers on 82nd Drive in Clackamas.

Greg Duthie

Director, Mt. Hood Region CLC

MHRCLC
General Meeting Minutes
4/24/2019

I. The Meeting was called to order at 7:05 pm at Elmer's Restaurant. Board members present were Greg and Kathryn Duthie, Keith Stone, Johnny McCauley, Sue Rohner, Laurie Abbott and Rocio Baunsgard. Also present were Penny Stone, Bonnie McCauley, Randy Rohner, Orville Crull and Mona Marsh, Leonard and Debbie Dutton, Jerry and Carol Barteaux, Brad and Jode Groff and Jodie Wojnowski.

II. Minutes of last meeting were unanimously approved. Johnny motioned to accept and Kathryn seconded. There were no additions or corrections

III. Treasurer's Report

A. Kathryn gave the treasurer's report.

IV. Committee Reports

A. Activities - Sue Rohner

Completed World of Speed Outing on 4/20. This outing included the Pheasant Winery in Aurora and dinner in Wilsonville at the Abella Restaurant.

Coming up next is the Cadillac of Brunches in Tacoma on May 11. Members could caravan to get to the brunch. Contact Sue if you want to do so. The brunch starts at 9:00 am in Tacoma. It is at the American Car Museum (ACM).

B. Membership- Laurie Abbott

Larry Sullivan has been sick. He is feeling better and will get back to the meetings. Brent Owens dropped. Leland might re up or not. Calls to members have included requests for volunteers for the 2020 Driving Tour. Some members might have sent dues, but the mail box has not been checked. It is in Wilsonville and closes at 5 pm.

C. Public Relations, Newsletter-Jack Wojnowski

Jack was absent. He has all the information on email addresses. Laurie has updates on mailing list. Chris McCauley needs to be put on the website as Webmaster.

D. Member At Large- Larry Schick

Larry was absent.

E. 2020 Driving Tour- Richard Fabbro

Richard was absent.

V. Old Business

A. Cadillac LaSalle Show

It will take place on 8/24/2019 at the Red Apple Restaurant Boring, OR. KISN will do the music.

Different aspects of the Show need to be organized: raffle, trophies, dash plaques, raffle prizes, update registration, flyer design, decision on classes, sponsors and mailing.

Laurie will do the raffle. Bonnie will update registration. Some of the classes need to be changed or replaced. Newest Cadillac rather than Oldest Cadillac was suggested. Bonnie will look at the category list in her computer. She suggested keeping 8 categories. She will bring something to next Board meeting.

The idea of a new flyer design was discussed. Brad proposed using last year's flyer, changing the pictures and date. Jack could work on making the changes. Jodie motioned and Kathryn seconded. Jerry Barteaux suggested having plaques rather than trophies because of size.

Keith suggested t-shirts with Cadillac LaSalle Show or 2020 Driving Tour logos.

Kathryn suggested jackets. However, the price could present a problem.

The Club needs to work on the flyers immediately. Time is of the essence.

The Show needs to be advertised on PDX Car Culture.

Johnny suggested changing the pictures and graphics on the dash plaques. Also going back to metal. Donations for raffle prizes need to start coming in now rather than at the last minutes. It would be nice if all members would donate prizes.

B. Grand National in Louisville, Kentucky

Greg and Kathryn will go to the Grand National in Louisville. They will have the opportunity to sell the 2020 Driving Tours to other clubs. Our Club will be given a table to advertise the Tour and activities. They will need a fancy version of the 2020 Driving Tour flyer to take to Louisville. It should include pictures from our beautiful Pacific Northwest and be a couple of pages. Pictures could be picked from the 2020 power point presentation. Richard will ask Bob Leonard for a travel guide.

C. There is still time to register for the 2019 Grand National. Details are on The CLC National website. Gary Parn is looking for a travel companion to go to Louisville to the Grand National.

D. 2020 Driving Tour

There are some open slots on our volunteer list. A coordinator will keep communications flowing between Richard and the Board. There are many details to be ironed out. There are many day trips options. Maybe the outings could be done on the first day. Our Club will not have a Cadillac LaSalle show because of the date conflict with the 2020 Driving

Tour. Club members who are leading tours should do a dry run and note places of interest, mileage, markers etc.

Sue brought Driving guide sample books. They were very detailed and attractive. The Club has 40 rooms reserved at the Red Lion. Also there are two meals provided: a buffet and a sit down meal.

Committee Meeting of people who have sign up to volunteer for different tours for the 2020 Driving Tour will meet separately. Tentatively the first meeting will be May 1st. Tours will be discussed one at a time. Contact our Director for planning and/or guidance.

E. New Business

Greg shared an article from the Self Starter regarding the Winter Board meeting. It dealt with private collections. He also mentioned another article from the LaSalle Appreciation Society from Portland which deals with an unusual road rally from Paris to Pekin. He suggested these articles will be good additions to the Newsletter. Brad had a couple of suggestions. The first one was to change our meetings either to Thursday, Friday or Saturday because of a conflict with the Beaches meeting (June 5-September 30). Also, the date of the PRI August 22. The second one was to change our meeting venues back to the Elmer's on 181 St. or pizza place on 92nd. The current place has a lot of noise interference.

F. Networking

A. Consider getting Badges again. The Club will need to contact Roger Hull regarding what is the minimal number to order. The same logo could be reused.

VII. Adjournment

The meeting was adjourned at 8:18

Respectfully Submitted,
Rocio Baunsgard
Secretary



Cadillac Brunch at LeMay-America's Car Museum

By Bonnie McCauley

On May 11, 2019. The LeMay Museum in Tacoma, WA, hosted a Cadillac Brunch to feature the opening of their newest exhibit, "Cadillac-Standard of the World". The LeMay is always a real treat to visit, and celebrating the cars we love made it even more special! The weather was wonderful, and those of us who drove our Cadillacs were able to park our cars on the mezzanine in front of the Museum to show them off. There were Cadillacs from the early 1900's to present time in the exhibit, which also included a beautiful concept Cadillac.

Richard Fabbro sent out an email suggesting that this might be something that members of the Club might enjoy participating in. Even though this was not an official club event, there were a lot of MHRCLC members who were excited to be a part of this event. Members who participated were Richard Fabbro and Lynda Stoneberg, Bonnie and Johnny McCauley, Laurie Abbott, Mona Marsh and Orville Crull, Randy and Sue Rohner, Larry and Pati Schick, Gary and Maxine Stafford (Kaiser, OR), and Gary Parn (Prineville, OR). It was fun to socialize and share this with our members. It was also an opportunity to see and visit with our friends from the Pacific Northwest Region, who also attended. Richard for sharing this opportunity with the rest of us!



Picture compiled by Jack Wojnowski

The LaSalle hearse, which features a three-speed manual transmission and a shifter on the steering column, has been owned by Detroit's Swanson Funeral Home since it opened in 1958. It's the same vehicle that was used to carry the bodies of Franklin's father, the Rev. C.L. Franklin, in 1984; David Ruffin of legendary Motown group the Temptations, in 1991; and civil rights icon Rosa Parks, in 2005. It's reportedly kept in storage in Detroit and only used for special occasions.

"It was a very cool car and absolutely speaks of Detroit," Jonathan Klinger, a spokesman for Hagerty Classic Insurance, [told the Detroit Free Press](#). "It's just very fitting that a classic icon of Detroit, Aretha, was driven by a classic automotive icon of Detroit."

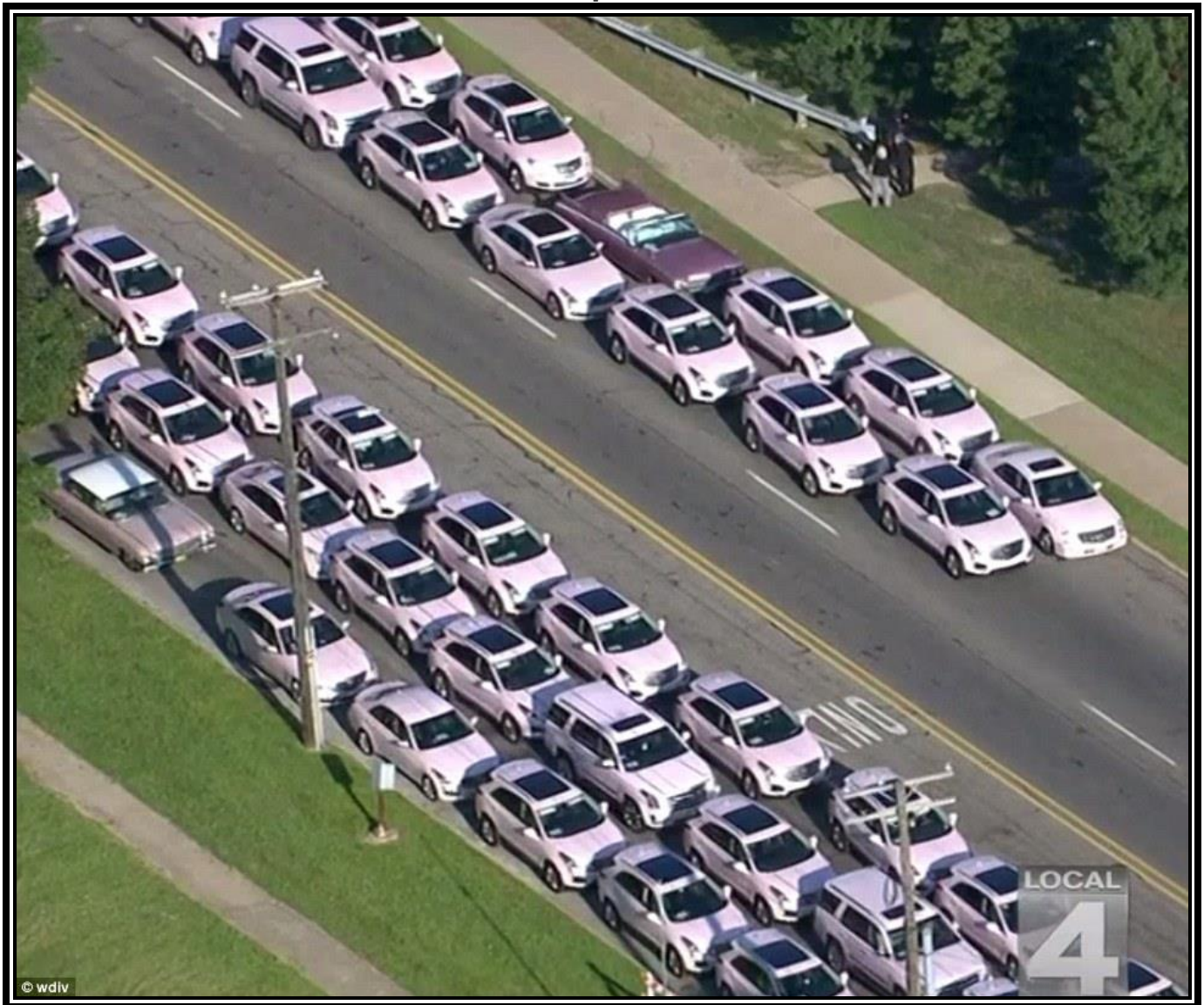


Franklin is closely tied with Detroit, her longtime home (though she was born in Memphis, she moved to the city at an early age, and she returned to Detroit for good in the 1980s), and with the city's auto industry, thanks most famously to the song "Freeway of Love," with its video highlighting scenes of auto manufacturing and the song's reference to riding in a pink Cadillac.

Franklin will be laid to rest on Friday, with her funeral closed to friends and family only. However, Greater Grace Temple, the Detroit church where her funeral services will take place, is put out the

call to owners of actual pink Cadillacs to come out and form a "Freeway of Love" in Aretha's memory, with each driver and a guest granted admission to the service inside.

**Well, they showed
up!!**



article and picture compiled by your editor, Jack Wojnowski/ur editor

Gregs' 39 LaSalle

The second time around

In June of 1976 Greg Duthie purchased a 1939 Cadillac LaSalle 4 door, 5019 sedan. This car had received an amateur restoration, consisting of good quality paint in the original color, engine rebuild, new clutch and brakes and conversion to a 12 volt electrical system. The car also featured a remarkably preserved original interior. In the time I owned this car I replaced tires, battery, water pump, fuel pump, thermostat and did a valve job.

I drove and enjoyed this car until 1994 when my interests were going in a different direction. I made the decision to sell the car rather than let it sit and fall into decay or worse yet, be made into a street rod. (a decision that I regretted more times than I can remember) I ran an add in the classics section of The Seattle Times, it was answered by a business associate of mine and we struck a deal. The only restriction was an understanding that if he should ever decide to sell it he give me the first chance at buying it back

Fast forward to January of 2009, I get call from the buyer, we talked for a while and he tells me he wants to sell the LaSalle, his price was most reasonable and with little hesitation I agreed to buy it back sight unseen. Two weeks later Kathryn and I are headed north to Seattle to pick up the car. Upon seeing the car for the first time in sixteen years I was not disappointed, I was prepared for the worst but was surprised to find that the only real issues with the car were time and wear related. Our intentions are to make the car roadworthy again and enjoy it while making upgrades. Who knows where this story will end.

2009-2017

The first priority was to make the LaSalle roadworthy, during my road test it became very clear that there was much work to be done. The first issue to get my attention were the service brakes, or should I say brake because only the left front was working. In addition I noted that the clutch was rough and chattering and the transmission had developed some bad noise in first and reverse.

The original windshield had fogged to the point it needed to be replaced.

I replaced the windshield, installed four new wheel cylinders and rebuilt the master cylinder. Then it was on to the clutch and transmission, the flywheel was resurfaced and a rebuilt clutch installed. I disassembled the transmission and found that the low and reverse gear, the reverse idler gear along with the cluster gear needed to be replaced. I was lucky to find some used gears and along with all new bearings and seals I reassembled and reinstalled the transmission. I am proud to say that my transmission rebuild was a success

and is still working fine.

The last item to be corrected was replacing the tires that I had put on the car in 1976 shortly after I originally bought the LaSalle.

During the following seasons I replaced all glass except the original rear windscreen, including all window run channels, weather strips, and fuzzes, installed seat covers, carpet and new door panels. I also replaced the damaged grill and added a set of running boards, which were an option in 1939.

In April of 2016 I took part, along with four other cars from The Mount Hood Chapter of The Cadillac & LaSalle Club, in a driving tour to the Grand National in La Vegas, NV.

During this tour I logged 2260 miles in our 1939 LaSalle. Participating in this tour earned our LaSalle a senior touring badge from the Cadillac & LaSalle Club. The only problem encountered was a thermostat that decided to stick as we left Bakersfield CA. This was quickly overcome with the help of the other tour members.

Greg Duthie, Canby, OR.



MT HOOD REGION CLC
Webmaster, Jack Wojnowski has retired after
10 years of designing and maintaining our
Website.

I have enjoyed the challenge and the comradery with our Members, the National CLC, related businesses and other Car Clubs putting the Website together over all these years. In 2011 a member of our Club was at the Grand Nationals in Columbus Ohio and he heard my name called to receive a plaque for the Best CLC Website. He said, "I know that guy. He is in our Club!" He brought it back to Portland and presented it to me at one of our All Cad Shows at the Gateway Elks Lodge. Well, at age 78, I find myself sitting in front of the computer wondering why I forgot to save all my work and other critical commands while I was sitting there.... Soooo.... thought it time to find a replacement. The Club asked membership if there was anyone to take my place to maintain the website to no avail. Luckily, the McCauleys asked their grandson if he would be interested. Chris McCauley has taken on the challenge and doing a great job. I am still doing the newsletter and looking for a replacement. This, the newsletter, I have done since our Director Butch switched it over to me in 1992, coincidentally the same year I learned how to build websites.....

UR Editor, Jski



The Siemens eHighway on its first test in December 2018.
Article offered by our Secretary Rocio Baungard

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- A 6-mile stretch of "eHighway" has opened in Germany.
 - The road, inspired by electric-train lines, has cost Germany's environment ministry 14 million euros and is under testing until 2022.
 - Conductor rods attached to a truck's roof connect with 670-volt overhead cables, which charge the trucks as they drive.
 - Germany also spent 70 million euros developing a truck, which Siemens said will save \$22,000 in fuel per 62,100 miles.
 - Germany's transportation ministry said up to 80% of Germany's truck traffic may soon become electrified in an effort to curb emissions.
 - Siemens also trialed the eHighway in Carson, California, in November 2017.
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FOR SALE OR WANTS:

For sale: 2 sets 1951 Cadillac 331 cylinder heads \$125.00/set, 2 sets 1951 Cadillac rocker arm L&R 1949 Cadillac exhaust manifolds \$100.00/ Pair. All parts should be considered cores. Call Greg Duthie @ 206 380 0123 or wgd300@hotmail.com

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Any mistakes in this newsletter were purposely put in to test if you are truly reading our publication.



Editor
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