



Mt. Hood Region Cadillac & LaSalle Club Portland, OR

November 2011 Newsletter
www.mthoodclc.com



DIRECTOR'S MESSAGE: Hi Members! Back in town from doing a remodel at the coast. I am in the process of calling members and discussing in person asking where they might like to have the open cruise in for next year. I will have a report on this matter at our next meeting at The Bomber, November 19, 2011. *Sincerely Jerry Barteaux*

Calendar of Events

November 19, 2011 – Mt. Hood Region CLC general meeting at The Bomber. 6pm dinner. 7pm meeting. 13515 SE McLoughlin Blvd., Milwaukie, OR.

November 19, 2011 – 34th Annual Albany Indoor Swap Meet, Linn County Exposition Center, vendor \$25, admission \$4, 8am to ?, info: Martin Harding 541-926-3972.

Mt. Hood CLC Meeting Minutes October 22, 2011

The meeting was called to order at 7:05 by Vice President Perry Nordby, at The Bomber Restaurant. Members in attendance were: Perry Nordby, Johnny McCauley, Greg Duthie, Paul Fulton, Carl Johnson.

Perry reported that the Columbia Concours D'Elegance at Vancouver, on Officers Row was an excellent show. He stated that he was one of the judges, and that Paul Fulton, Larry Swiggart and Carl Johnson also attended. Jack Wojnowski/editor/photographer/webmaster was there with his camera documenting this event for our October newsletter.

There was a discussion on forming an activities committee and choosing a chairperson. It was decided that this subject would be tabled and discussed further when more people were in attendance. The next meeting date will be No-

ember 19, 2011 at the Bomber Restaurant. Dinner at 6pm, meeting at 7pm.

It was discussed that we needed to commit to an Open Cruise In date for 2012. Paul Fulton suggested combining the All Cadillac Show with the Open Show, and all those in attendance felt that this would be a good idea. A date of Aug. 4, 2010 was suggested, and those in attendance agreed. A final vote on this date will be at the November meeting.

The group discussed a Christmas party, and the Macaroni Grill and the Claim Jumper were proposed as the location. Those in attendance suggested a date of December 3 for the Christmas dinner. There will be a final vote on the location and date at the November meeting.

Carl Johnson gave a treasurers report, and reported that there was one new member. Our new member is Gary Raty. He has a 1983 Cadillac Coupe De-

ville, and a 1985 Cadillac Eldorado Baritz.

Kathryn Duthie put together the following report on Wait Park for the Open Car Show.

Date: August 4th (?) Kathryn talked to Amy Keiffer, Mike and Charlotte Dimtrakikes concerning the use of Wait Park- the fee of \$375 includes the Gazebo – it is not \$110 additional as originally thought. We would have the park, gazebo, restrooms, electrical, etc. The fee of \$50 to block off the streets is a flat fee for as many streets as you want blocked off. Mike said they had over 700 cars this year and blocked off several streets around the park. He felt we could easily park 200 or so cars around the park. He said they angled the cars in, tail to the park, all pointed toward Grant Street – this made it easier to park as well as to leave the park. Business around the area- Most are only M-F. Ami said once we print up our flyers, we could go to the businesses around the park, explain the show, invite

them- ie. Show them some consideration. One of the businesses is Ebner's Meat Shoppe. Ami said they might be interested in selling hotdogs and hamburgers. She said they grill a pretty good "brat". Food Vendors- Ami and Charlotte said we should contact them ourselves. Ebner's, Lions Club, etc. Registration- Canby Cruisers set up one entrance, on Grant St., where they had 5-6 people taking money. You paid \$15 per car- this got you up to 3 classes. If you have questions, you pull over to someone who will answer your questions. They give you a ticket and tell you where to park. Then you go to the registration tables to finish registration. Charlotte said this went very well.

The meeting was adjourned at 8:45 pm.

Minutes taken by Johnny McCauley,
translated by his wife,
Bonnie McCauley, Secretary

Members, Kathryn and Greg Duthie, had one of their fabulous Halloween Parties again this year. Those of you who weren't able to attend, missed a fun event. Bonnie and Johnny McCauley came as 1950s teenagers, and Greg and Kathryn were scary, ghostly Victorian people. There had to be a hundred people there, and out of those only 5 or 6 didn't wear costumes. Thanks to the Duthies for a great time.



Your editor won second place prize for the pumpkin carving contest at Gateway Elks Lodge (not a self portrait). Friends in the Cadillac Club sent a picture of their Halloween costumes to my cell phone (see above). I don't have a USB cable for my old cell phone to download to my PC. So, what to do. So, I eventually figured out how to forward the phone msg to a techie friend. He has an I-something and had the ability to send the pic directly out to email to me. I now have the picture on my PC. It was tiny, 3X2 in. or so. I opened it up in PhotoShop. I create a new canvas 8X10 in. and select 600 pixels per inch. I then paste the tiny cell phone pic onto the canvas, select

'Transform' option under 'Edit'.... grab the corners of the pic and stretch it across the canvas. By using this method you do not pixelate the picture. The new size is 8X10 inches. You can make the picture as big as you want without distortion. Voila!

1941 Cadillac Series 62

by FOSSILCARS, CLASSIC CARS AND
MUSCLE CARS on JUNE 8, 2011



It is a recurring theme when you take a look at some of the classic American cars from days gone by, but it is really amazing to see the stylistic changes that are embodied in a single model that was able to stay in production over an extended period of time. The Cadillac Series 62 is one of these vehicles, a mid-size luxury car that made its debut for the 1941 model year as the successor to the Series 70. It remained in production all the way through to 1964 and its history is broken down into five different distinct generations.

The first generation of the Series 62 was comprised of the first two years of the car's existence, 1941 and 1942. Available body styles included the two-door club coupe, the two-door convertible, the four-door sedan, and the four-door convertible, and they were all powered by the 346 cubic inch V8 that was rated at 135 horsepower. The second generation didn't appear until after the suspension of



commercial production that took place during World War II and it consisted of the 1946 and 1947 models. These cars were very similar to those of the first generation, with the same engine and a very similar look.

The third generation of the Cadillac Series 62 lasted from 1948 through 1953, and 1948 marked the first appearance of tail fins on the car. It was still offered in the same four original body styles, and a new engine was introduced in 1949, the 331 cubic inch Cadillac OHV V8. Generation IV made its debut for the 1954 model year and continued through 1958. A 365 cubic inch version of the OHV V8 became available in either a 285 or 305 horsepower version, and dual four-barrel carburetors were optional.



The fifth and final generation of the Cadillac Series 62 was introduced in 1959, and these cars were low slung and sleek with very prominent tail fins. The standard engine was now a 390 cubic inch V8 that was rated at a hefty 325 horsepower. In 1964, the last year of production for the Cadillac Series 62, the engine grew to 429 cubic inches, and the top horsepower rating available improved to 340. In 1965, the car that had been known as the Cadillac Series 62 for parts of three decades was replaced by the Cadillac Calais, marking the end of an era for the venerable American luxury automaker.

A Book Review

by Ron Zahn

Car Guys vs Bean Counters

Author: Bob Lutz

Publisher: Portfolio/Penguin Group

I first met Bob Lutz in 2002 at the Cadillac LaSalle Grand National Meet, celebrating 100 years of Cadillac in Dearborn, Michigan. Bob brought his stunning 1934 LaSalle convertible to the show and was the guest speaker at the awards banquet. He is a great guy, a terrific speaker, and an auto enthusiast through and through. Lutz has worked for more than 47 years in the car industry. He was hired out of retirement to be Vice Chairman of GM from 2001 to 2010, and was responsible for the recent surge of exciting new vehicles, including; the CTS-V Coupe, the Chevrolet Camaro and Volt, the Buick LaCrosse, and much more. Just recently, in September 2011, at the age of 79, he was re-hired as a consultant to General Motors.

I found *Car Guys vs Bean Counters* to be a very interesting look at automotive production. I had many ah-ha moments as he described what was going on behind the scenes in the U.S. auto industry. The book takes us through the early days when GM seemed to be an unstoppable force, with a professional commentary on the powerful GM Styling brilliance under Harley Earl and later Bill Mitchell. The narrative moved from the razzle-dazzle opulence of the 50's and mid-60's auto shows, to the failed "culture of excellence" that brought us the cars of the 80's. The book concludes with Lutz addressing the GM meltdown, and he details its exciting rebirth.

This book has personal relevance, as I worked in a GM assembly plant in the mid-60's, and I've been a loyal GM/Cadillac enthusiast ever since. I think this book is a must read for everyone working in the industry, and for anyone who has a passion for automobiles.



Jerry Barteaux – Nov 28



Jack/Patricia Wojnowski – Nov 15
Jerry/Carol Barteaux – Nov 25

FOR SALE OR WANTS

None this issue

Mt. Hood Region Cadillac-LaSalle Club Officers

Director	Jerry Barteaux	503-775-7754
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Editors/Webmaster: jnmnwojnowski@yahoo.com

Editors Jack & Patricia Wojnowski: Any errors detected are purposely included to make sure you are reading the material. We would like to thank Ron Zahn for submitting his story.

Email ads/stories/info/ for newsletter to:
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Cadillac LaSalle Club

Mt. Hood Region

PO Box 173

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Club Meeting November 19, 2011

At The Bomber

See calendar