



# THE JUMPSTARTER

Volume 29, Number 4

APRIL 2022

## APRIL meeting 4/12!!

Thank you to everyone that was able to make it to our March meeting at Martin Automotive Museum and Event Center. It was a great time, with amazing food and a great friends and cars. Going forward we are looking for ideas on new activities that club members would like to participate in. Fred Rank and myself are open to all types of events. We are not asking everyone in the club to show up to everything but a few members at each future event can help our club to grow. Thanks to all who attended the few events we have had over the last year and a half, and to those who did not, you missed a lot. As usual, reminder emails will be sent.

Mark your calendar for April 12<sup>th</sup>. We will be resuming our monthly meeting at the California Pizza Kitchen!!

We will be going into our down time meeting wise over the next couple months. Please continue to look for emails and social media updates on events during the summer time!

Best wishes to all for a healthy and safe fall.

Editor: Robyn [rschluter@vtaig.com](mailto:rschluter@vtaig.com) 602-402-9463

### MEMBERSHIP

Monthly Dinner

2nd Tuesdays

October — April

6:00 pm



california  
PIZZA KITCHEN

10100 North Scottsdale Road  
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**Jerry McGilsky**

[jmcgilsky@hotmail.com](mailto:jmcgilsky@hotmail.com)

**Phil Terry**

[phildeville@cox.net](mailto:phildeville@cox.net)

**Dave Ritchie**

[daveritchie@cox.net](mailto:daveritchie@cox.net)

**Dave Dubie**

[oldcadillac1959@gmail.com](mailto:oldcadillac1959@gmail.com)

**Peter Hilgeman**

[pete@hilgeman.org](mailto:pete@hilgeman.org)

**Fred Lee**

### Directors & Officers

**Robyn Schluter**, Director

[rschluter@vtaig.com](mailto:rschluter@vtaig.com)

**Your name here**, Assistant Director

[Yournamehere@gmail.com](mailto:Yournamehere@gmail.com)

**Bob Groves**, Secretary

[bobscaddy@aol.com](mailto:bobscaddy@aol.com)

**Jerry McGilsky**, Treasurer

[jmcgilsky@hotmail.com](mailto:jmcgilsky@hotmail.com)

**Rick Simonick**, Advertising Director

[motor3809@cox.net](mailto:motor3809@cox.net)

**Robyn Schluter**, Newsletter & Website

[rschluter@vtaig.com](mailto:rschluter@vtaig.com)

**Robyn Schluter**, Social Media

[rschluter@vtaig.com](mailto:rschluter@vtaig.com)

**Fred Rank**, Activities Director

[fredrank@cox.net](mailto:fredrank@cox.net)

**Open**, Director of Scholarships

[rschluter@vtaig.com](mailto:rschluter@vtaig.com)

**Ben Meyers**, Director of Memberships

[benjamin.myers@hotmail.com](mailto:benjamin.myers@hotmail.com)



Martin Auto Museum Inc

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Melvin R Martin, President

Office: (602) 971-4753

Cell: (602) 684-9073

17641 N Black Canyon  
Phoenix, Arizona 85023

Fax: (602) 971-4836

email: melcarup@aol.com

## Presidents Message

*April 2022*

**By Robyn Schluter – Director**

I would like to personal thank everyone that come out to our meeting at Mel's place last month. We had an amazing turn out and saw friends that we have not seen in months and even years. Thank you to Mel and his staff for setting everything up and making it a great experience. Thank you to everyone that come out early to help set up.

Dues are currently due again. The club gave us some time off over the last couple years, but is time to pay again. We used a small portion of the funds in our coffers to put on the event at Mel's and would like to continue to be able to do things like this in the future.

Our Monthly Membership Meetings will continue to be the second Tuesday of each month. Our next meeting will be held on April 12th at The California Pizza Kitchen at Shea and Scottsdale roads.

As always, check the web-site often as changes will occur in the events and photo pages, not to mention the GREAT Newsletters! Remember to support our sponsors, you can find a full list on our Sponsors Page on the web-site.

Remember-Bring a kid to a car show, let's keep the hobby alive!

Website: <http://www.clcsdr.org>

We also now have a facebook page: Cadillac Lasalle Club Sonoran Desert Region

Link to facebook page is <https://www.facebook.com/groups/4452794058092556>

New Instagram page also: clcsdr

I will try to keep that updated between meetings and newsletters.

Thanks again

Robyn



## Events

Fred Rank, Events Coordinator

**NOTE: Dates and information subject to change. Please refer to later publications of the**

**Jumpstarter Newsletter and emails from the Club**

**Monthly dinner meetings, 2nd Tuesday of Each Month @ 7:00 p.m. (Dinner @ 5:45 p.m.)**

California Pizza Kitchen  
Gold Dust and Scottsdale Road  
Scottsdale, AZ  
Check emails for complete information

***SUNDAY, APRIL 24<sup>th</sup>, 2022***

***JANET CUSSLER'S CAR MUSEUM***

***11:00am to 1:00pm***

**16055 N DIAL BLVD, SCOTTSDALE, 85260**

**Please rsvp to Fred and Robyn**

**Monthly – Scuderia Southwest Cars and Coffee – 1st Saturday, 7:00 to 10:00 AM**

Market Street at DC Ranch  
20789 N Pima Rd  
Scottsdale, AZ 85255

**Highline-Autos Cars and Coffee – 1st Saturday of each month 7:00 to 10:00 AM**

Highstreet Desert Ridge 54th street and Deer Valley rsvp to Robyn as spots are reserved only

**Adam's Polishes Cars and Coffee – 4th Saturday of each month 7:00 to 9:30 AM Great detailing supplies and great product giveaways!!! Ask for Ryan to help you with all your car/home care needs! Starting back up in January 2023. 8666 E Shea suite 149 Scottsdale, AZ**

Arrowhead Cadillac all Cadillac Show. Fall 2022



## MEMBER OF THE MONTH

I know that for years and years, most clubs have leaned towards to restores and factory correct cars. As of late, the resto mods have become a bigger and bigger part of the hobby. Corvettes and tri 5 Chevys have led the explosion in popularity. Pro-touring Camaros, Chevelles and Mustangs have also become the rage. Having the classic car dna with new modern drivetrains and comfort makes for a completely new driving experience. CLCSDR member Bill Holtz and Shawn Pulley at Big Fin builds are doing that. They have “saved” several vintage Cadillacs from becoming parts cars or worse and have given them new lease on life.



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A screenshot of a Facebook group page. The browser address bar shows the URL: https://www.facebook.com/groups/4452794058092556. The page header includes the Facebook logo, search icon, home icon, group icon, video icon, shop icon, and a user profile for 'Robyn'. The group name is 'Cadillac Lasalle Club Sonoran Desert Region' with a 'Public group' label. A search bar is present. The left sidebar contains navigation options: About, Discussion, Topics, Members, Events, and Media. The main content area features a large photo of a teal classic car parked in front of a modern building. Below the photo, the group name is repeated, followed by 'Public group · 18 members' and buttons for 'Joined', '+ Invite', and a menu icon. A text input field with the placeholder 'Write something...' is visible. The bottom of the page shows a Windows taskbar with various application icons and the system clock showing 8:28 AM on 8/27/2021.

[new facebook page click here](#)





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**We were thrilled to join and congratulate our Cadillac LaSalle Club Member Larry Read  
on the opening of his beautiful facility.**





Anyone looking to buy sell trade a vehicle(s) or parts or anything cool, please email me and I will add them to the next newsletter [Rschluter@vtaig.com](mailto:Rschluter@vtaig.com)

## Classified:

Nothing at this time.



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A completed Big Fin Builds project. 1960 with LS motor



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# Why General Motors tapped Spring Hill to make its all-electric Cadillac Lyriq

Just after 11 a.m. on March 21, two employees at the General Motors factory in Spring Hill took a brief drive with rare fanfare. Hype music blared as the workers steered an all-electric Cadillac Lyriq from the end of the production line through a gateway made of LED screens that shouted "Made In Tennessee." The 25-yard ceremonial trek marked a leap into the future. As of Monday, General Motors Co. (NYSE: GM) officially began production of a luxury SUV that aims to propel the 113-year-old automaker to the front of an industry-wide race — led by pacesetter Tesla Inc. (Nasdaq: TSLA), the world's most valuable car company — to make vehicles that run on batteries. The Lyriq's debut underscores that urgency: It's arriving nine months ahead of GM's initially planned start date for production. Rory Harvey, vice president of global sales at Cadillac, called the Lyriq a "powerful opening salvo" in Cadillac's pursuit of an all-electric lineup by the end of the decade. "I've been working at General Motors for 33 years," Harvey told the Business Journal, "and I think there's been more change in the last five years than in the previous 28 — and there will be more in the next two than in the last five. So that's absolutely intense." GM first saw its future in Middle Tennessee in the mid-1980 when the company selected Spring Hill, a 40-minute drive south of Nashville, for a factory for its new Saturn brand. GM built a 7.9 million-square-foot manufacturing complex that remains its largest site in North America. Today, its 3,250 employees make the Cadillac XT5 and XT6 SUVs, as well as the GMC Acadia. And now, they make the Lyriq, as a result of a tandem of decisions GM announced in a six-month span. In October 2020, GM announced plans to make the Lyriq in Spring Hill. In April 2021, GM announced that it would build one of its Ultium Cells battery plants on its Spring Hill property. That operation opens next year and will employ 1,300 people at capacity. Each rank among the four largest business investments in Tennessee history. "It's \$4.5 billion worth of investment," Harvey said. "That gives you a good indication — actions speak louder than words — that we're committed to this location, not only for the current workforce but for the expanded workforce that we're going to need going forward. There's just a huge amount of pedigree here." It's not only GM changing what is the largest slice of Tennessee's manufacturing economy. Nissan has been making all-electric vehicles in Smyrna for years. Volkswagen is gearing up all-electric production in Chattanooga. Last fall, Ford Motor Co. (NYSE: F) announced plans for a \$5.6 billion electric vehicle campus between Memphis and Jackson. Tennessee fended off 15 states to win Ford's commitment, which Tennessee reciprocated with a recordsmashing \$884 million incentive package that included a \$500 million grant. GM received a combined \$125 million of grants for its dual electric vehicle investments. In Spring Hill, GM executives believe they've found the right combination of history, experience and flexibility inside its spacious, sprawling factory — which can produce roughly 200,000 vehicles a year. Having the acreage free to build a neighboring battery plant basically eliminates shipping time and expenses. That space and capacity tees up Spring Hill to make more than just the Lyriq electric vehicle in the years to come, if consumers flock to electric vehicles the way automakers expect. "The workforce here is very good. It all comes down to people, right?" said Mark Reuss, president of GM. "They love building these products and they work hard, and they get great results. That always goes to the top of the heap." "It's a small city," Reuss said while standing in the factory, "and it's state-of-the-art." The Lyriq starts at \$59,990 and features a 300-mile range, all-glass roof and a 33-inch curved touchscreen dashboard. GM begins taking orders in May. Spring Hill could make 20,000 Lyriqs this year, executives told Fox Business. "I think this is the future, obviously," Reuss told the Business Journal. "As you move to a different propulsion system, that's one thing. But this is also the rebirth of Cadillac, which is super-important to us. This is the new design language for [electric vehicles]. We don't put [battery] cell plants in here for a casual change. It's a 20-year-type commitment."



# Barrett-Jackson, SEMA convince Arizona to change onerous VIN law

By Bob Golfen

-

March 28, 2022

*Revised statute will allow VIN plate removal and reattachment by owners and restorers*

**Barrett-Jackson and SEMA have pushed Arizona to revise** a key motor vehicle statute, which now will allow owners, restorers and repairers of pre-1981 vehicles to remove and reattach VIN plates legally, which previously was a felony subject to forfeiting the vehicle, and possible fines and jail time.

Arizona Gov. Doug Ducey has signed the legislation (H.B. 2480) into law, removing the threat against those who remove and replace VIN (vehicle identification number) tags in the course of repair or restoration, or who unwittingly own vehicles in which the tags previously were reattached.

“The point is that by statute, until right now, every one of those people was subject to a felony in Arizona, which would put your car at risk,” said Barrett-Jackson president Steve Davis, who was involved in getting the law changed. **“It was critical that this was passed,** not just for **Barrett-Jackson** but for the hobby. This probably is the most significant collector car legislation in many decades. Our hope is that the other states will use this as a precedent-setting moment.”

At least one other state has taken similar action. Kansas lawmakers recently passed and sent to the governor for approval legislation to allow VIN reattachments.

The Kansas legislation was prompted by a bad situation created by the existing law. A Kansas man in 2017 purchased a restored 1959 Chevrolet Corvette in Indiana, but when he attempted to register the car in his home state, the highway patrol determined that the dashboard VIN had been removed and reattached. They seized the car as “contraband.”

According to Kansas law, the Corvette would have to be destroyed. There was no exception for someone who purchased a vehicle not knowing about the VIN issue. Apparently, the VIN had been removed years earlier during restoration and reattached using new rivets.



**The Corvette has been sitting in a Topeka impound lot** ever since as the owner pleaded his case in state court. If the new legislature becomes law, as is expected, he should be able to get his car back and register it lawfully.

Arizona, where Barrett-Jackson is headquartered, had a similar law on the books, applying a Class 5 felony for VIN reattachment without exceptions for honest repair or restoration. The new language inserted into the law allows for such work:

HB 2480 “exempts a person who removes and reinstalls a manufacturer’s serial or identification number from a motor vehicle manufactured before 1981 if the removal and reinstallation are reasonably necessary for repair or restoration,” the legislation says, and it exempts the vehicle from being seized as contraband.

Exceptions would be in effect for vehicles known to be stolen or if the VIN was changed in order to fraudulently misrepresent a vehicle.

Craig Jackson, the chairman and chief executive of Barrett-Jackson, noted that the **fraud** issues that originally prompted the draconian VIN laws are outmoded, as experts and professionals have developed enhanced ways to authenticate vehicles than merely relying on VIN plates.

“The intent (of VIN laws) is for fraud and stealing cars, not for a guy restoring his car,” Jackson said.

**Davis explained why only pre-1981 vehicles are exempted** in the revised Arizona regulation.

“Primary, we used ‘81 as a cutoff due to the fact that in ‘81, the 17-digit VIN became the universal standard and the placement and attachment were not random, as is the case with the vintage vehicles,” he said.

“The vehicles undergoing restoration that we wanted to focus on were vintage vehicles that have a multitude of options on the location, placement, type of VIN plate, attachment hardware, serial number, engine number, chassis number, etc.

“By ‘81, the VIN plates/tags were attached in a way that made them very difficult to remove.”

**For those engaged in fixing or restoring pre-1981 collector cars**, the new law is a godsend, allowing them to proceed without fear of running afoul of the law, Davis noted.

“This was critical and absolutely imperative that this law got changed, and this was really one of those monumental moments, and that’s why we’re proud to be in the

forefront of this thing,” he said. “Usually, California is at the forefront, but we’re making Arizona the tip of the spear now.”

Davis noted that federal law already “carves out” repairs as exempt from VIN violations, although the Arizona law now adds restorations to the mix. Nationally, states vary in their approaches to VIN laws, and it is hoped the Arizona language will help standardize laws across the country.

“That ripple effect is what we were hoping for,” Davis said. “We want legitimate people with legitimate cars to be able to legitimately restore their cars, take their VIN off and put it back on again without committing a felony. It’s that simple.”

**Thank you again for everything you all do to keep the classic car hobby alive!!!**

**Robyn**