



Cadillac & LaSalle Club Potomac Region Caddie Chronicle November 2015



DIRECTOR'S MESSAGE BY VINCE TALIANO

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CAR SHOW MASTER OF CEREMONIES
NATIONAL CLC ADVISOR
NEWSLETTER COLUMNIST
RICHARD SILLS

It has been 10 years since we started having theme car shows each fall at Capitol Cadillac. Each one takes on its own personality, and gives different car owners an opportunity to have their vehicles featured. Like the 2012 **Professional Pride** show, this year's **Magnificent Modifieds** had to contend with bad weather. But unlike the 2012 show, we also had to deal with the Redskins 1:00 pm home game traffic. I must say that the car owners, show volunteers, vendors and spectators did a great job of arriving early. By starting the judging earlier than normal, some attendees were home before the Redskins game ended without having to endure the traffic in the area after the game. For a few of us, we ventured to Chevy's Mexican Restaurant in Greenbelt which has become an after show tradition. Special thanks to Daniel Jobe and Capitol Cadillac, our car show sponsors since 1992, for working with us to alter the schedule. And, thanks to all the volunteers and attendees, and congratulations to all the winners (see full list on winners on pages 13-14). We look forward to seeing everything at our next show scheduled for Sunday, May 1, 2016.

12 years ago this month, we published the first issue of the **Caddie Chronicle**. We have come a long way over the years. There are now more than 600 people world-wide who view our newsletter each month. We have had some very special issues, but this one is as good as any of them. I think you will agree after reading the stories plus the coverage from our car show.

Thanks for your support during the past 12 years. We look forward to many more years of the newsletter.


Vince Taliano

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DIRECTOR'S MESSAGE
BY BILL SESSLER

Our next meeting will be at Kensington Library on Monday November 17, 2003. We have a number of things to discuss including:

- Results of 2003 Fall Car Show
- Review of draft bylaws
- Membership recruitment efforts
- Election of officers for 2004
- Schedule of 2004 activities





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LETTER TO THE EDITOR



October 27, 2015

Dear Friends of the Cadillac & LaSalle Club Potomac Region,

Many thanks for the terrific "**Magnificent Modifieds**" show you staged at Mr. Daniel Jobe's Capitol Cadillac / Buick / GMC dealership. We were once again thrilled to be part of one of your shows, and enjoyed the company of your many knowledgeable and enthusiastic members. We appreciate all the hard work of your volunteers who made the day so special.

Sincerely,

Jerry & Rita Trapani
East Islip, New York
1987 Caddy Station Wagon

PS: And what a beautiful trophy plate!
It will be treasured!



A Family Affair: Station Wagons

May 23 – October 11, 2015

[Editor's Note: Jerry & Rita, on behalf of our members, thanks so much for coming to our show. It was great to see you again. Congratulations on your award, and for participating in one of the AACA Museum's most recent exhibits, "A Family Affair: Station Wagons." We look forward to seeing you at a future show. Vince]



**L to R: Daniel Jobe and
Rita & Jerry Trapani**



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OCTOBER 19, 2015 MEETING MINUTES BY HARRY SCOTT & SANDY KEMPER

PLACE: Silver Diner, Merrifield, Virginia

TIME: 7:30 pm

PRESIDING: Assistant Regional Director Dan Ruby

ATTENDANCE: Chris Cummings; Franklin Gage with guest Bob Wilhelm; Jeff Gursky; Tom McQueen; Dan Mullane; Scott Patton; Harry Scott and Scott Wardinski

DIRECTOR'S REMARKS: Dan thanked everyone for attending.

SECRETARY'S REPORT: The Minutes from the September 2015 meeting were not read since they were published and distributed to all members in the October 2015 newsletter.

TREASURER'S REPORT: The Treasurer's Report covered the time period from the August meeting to date. The Region's income was \$333.44. The total expenses for the same time period were \$933.81.

MEMBERSHIP REPORT: Our current 2015 membership total is 184 members. The 2016 membership renewal forms were U.S. mailed today (October 19th) to all active members eligible to renew (e.g. members whose national membership is still active but who haven't already paid region dues for 2016). Scott Wardinski advised he has joined the CLC and plans to join our Region possibly at the upcoming show. He drove his newly acquired 1989 Fleetwood Brougham to the meeting.

ACTIVITIES REPORT: The following activities were discussed:

1. Recent Events:

- **Potomac Region End of Summer Pot-luck Picnic in Scenic Southern Maryland, Sun, Sep 27.** Dan & JoJo Ruby hosted club members and their guests to their home for a fabulous pot luck picnic. Dan said that he and JoJo would like to make the picnic at their place an annual event, but they'd like to pick a date earlier in the Summer. Photos from the picnic are posted on the PR website and Rita Boxley has written a story for an upcoming issue of the newsletter.
- **AACA Eastern Division Fall Meet at Hershey, PA, Wed-Sat, Oct 7-10.** Many PR members attended the flea market and/or participated in the judged car show. There were numerous Cadillacs for sale in the car corral. Several PR members received awards at the meet such as Jerry Gordon, Past Preservation, 1961 Cadillac; Richard Sills, Second Junior, 1978 Cadillac; and Scott Patton, First Preservation, 1974 Cadillac. Other members, including Tom McQueen, won for non-Cadillacs they entered into the show.
- **City of Rockville Antique and Classic Car Show, Rockville Civic Center, Rockville, MD, Sat, Oct 17.** As one of the sponsoring car clubs, everyone's participation with their Cadillacs and LaSalle's is always encouraged. This year there were 14 Cadillacs on the show field. Overall it was the largest show ever with 582 registered cars. Pictures have been posted on our website at <http://clcpotomacregion.org/2015rockvilleshow.htm>.



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2. Upcoming PR Events:

- **Annual Fall Car Show, Capitol Cadillac, Greenbelt, MD, Sun, Oct 25, 9:00 am – 2:30 pm.** This year's theme will be **Magnificent Modifieds**. Over 35 pre-registrations have been received. Volunteers are still needed to help with show tasks.
- **Potomac Region Fall Driving Tour, Sun, Nov 1, 12:00 pm – 5:00 pm.** The date for this event was changed due to the inclement weather on the previously scheduled date. This year's tour will include stops at two Northern VA wineries. The tour will begin at the Paradise Spring Winery in Clifton, VA and conclude at the Barrel Oak Winery in Delaplane, VA. The flyer was published in the October newsletter.

3. Other Upcoming Events: The following events were mentioned:

- **12th Annual Jalopyrama, Carroll County Agriculture Center, Westminster, MD, Sat, Oct 24.** The show is open to all 1963 and earlier American made traditional hot rods, customs, & vintage race cars. This year, at the new location for this show, the organizers plan to decorate the show hall in similar fashion to that of the famous Oakland, CA. 1959 roadster show
- **26th Annual East Coast Indoor Nationals, Maryland State Fairgrounds, Timonium, MD, Fri-Sat, Dec 5-6, 9:00 am – 4:00 pm.** Most of the cars are street rods & customs, but there are original & antique cars in the show also. Show cars are by invitation only.

To see a full list of events, visit the CLC Potomac Region website at <http://www.clcpotomacregion.org/eventslisting.htm>.

NEW BUSINESS: At the September meeting, Daniel Jobe presented an opportunity to the club to have a CLC-PR booth at the 2016 Washington Auto Show scheduled for January 22nd-31st. The booth space is large enough for two cars plus a CLC promotional display and/or tables of Club / Region material. He distributed a floor plan showing where the booth may be located on the Show floor. Generally everyone was in favor of this idea and thought that it would be a great opportunity to promote the CLC and the Potomac Region. The club polled its officers and members to make sure that we could satisfy the requirements of the Auto Show organizers for the booth, e.g. staffing, etc. and respond to Daniel as soon as possible. To date the response has been favorable with quite a few members offering to help. Also, the officers agreed to purchase a stand-up display that can be used at this show and at all of the Region's car shows and events.

GRAND NATIONAL2017: Be sure to check the webpage at <http://www.vfrclc.org/2017GN.html> periodically for the latest updates.

NEXT MEETING: Monday, November 16th at 7:30 pm at the IHOP Restaurant in Rockville, Maryland.

ADJOURNMENT: Meeting adjourned at 8:30 pm.



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**RAISING CANE'S OWNER TODD GRAVES PAYS \$150,000
FOR 'FAST N' LOUD' CADILLAC CONVERTIBLE
STORY & PHOTO BY GREG LAROSE,
NOLA.COM – THE TIMES-PICAYUNE
SEPTEMBER 29, 2015**



If your next order at Raising Cane's is for 21,428 Box Combos, you'll help owner Todd Graves cover the cost of the car he recently purchased. The baron of battered chicken strips laid out \$150,000 for a 1967 Cadillac DeVille Convertible that was restored and upgraded on the Discovery Channel series "**Fast N' Loud**." The show is based at Gas Monkey Garage, a Dallas business specializing in custom rehabilitation of vintage vehicles. The episode featuring Graves' new wheels aired Sept 28th.

Gas Monkey owner Richard Rawlings trekked to Pennsylvania to buy the Cadillac convertible, spending just under \$20,000 to acquire it. He spent another \$50,000 to \$60,000 to restore and modify the vehicle, including a replacement engine, new upholstery and the addition of a "low rider" suspension kit.



Rawlings initially quoted a selling price of \$180,000, but Graves talked him down to \$150,000 on one condition -- that the Gas Monkey staff add special seating to the car for Raising Cane's II, the restaurant's golden retriever mascot.



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MAGNIFICENT MODIFIEDS

STORY VINCE TALIANO

**PHOTOS BY DALE DARDEN, RANDY EDISON, FRANKLIN GAGE, LYNN GARDNER,
SANDY KEMPER, JACK MCCLAW, TOM MCQUEEN AND MICHAEL VEILLEUX**

In spite of intermittent rain showers on the morning of Sunday, October 25th, **Magnificent Modifieds** truly ended up being magnificent! A total of 62 cars, including 10 modifieds, participated in the show. For the first time in CLC history, a Regional car show held at a Cadillac dealership featured modified Cadillacs and LaSalle's. The modifieds were registered in one of three special peer judging classes for the featured group: Class A: Pre-War Modifieds (1902-1942), Class B: Post-War Modifieds Early (1946-64) and Class C: Post-War Modifieds Late (1965-present).



Pre-registered modified car owners who helped make history at Capitol Cadillac!

As an added feature, the show provided CLC Head Judge Bill Anderson an opportunity to test the draft judging rules for the newly created CLC Modified Division. Three cars participated in this trial judging conducted by Bill and volunteers Brendan O'Rourke and Rick Menz. The Modified Division judging program will take place, for the first time at a CLC national event, at the 2017 Grand National in McLean, Virginia.

The vehicles ranged in years from a 1903 Model A to a 2010 DTS Livery. The 1903 Cadillac is #781 out of 2,497 produced in that model year. Cadillac records show that the car was sold new by John Wanamaker in Philadelphia, that its body was painted black, and that it was equipped with Fisk tires and axles produced by the American Ball Bearing Co. The car is a runabout with an optional tonneau added to provide a rear seat and additional passenger capacity. It is also equipped with picnic baskets. When the car was new, the tonneau cost an extra \$100, and the picnic baskets cost \$18.



James Elliott's 1903 Model A



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In addition to the modifieds making history, there were three Fleetwood Talismans at the show, one for each model year of 1974-76, and two Azure Blue 1953 Eldorados. I have never seen all three years of the Talisman at one show, including the Grand Nationals I have attended. Many other attendees said the same thing (read more about that on page 15).



A nice mix of classics and modifieds filled the showroom



**Best of Show – John Denison’s
Modified 1955 Coupe deVille**



Mark E. Brodsky’s 1953 Eldorado



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Thanks to Daniel Jobe, Capitol Cadillac and the Potomac Region volunteers pictured above for making it a special day!

The overall collection of approximately 62 Cadillacs and LaSalle's rivaled the quality of any past fall theme show at the dealership. There was representation from as far away as Long Island New York, Central New Jersey, Central and Western Pennsylvania and the Baltimore / Washington, D.C. metro areas. The efforts of all the volunteers who worked the event from pre-show promotions to day-of-show registration and parking to after-show clean up made this a truly special event for all of the participants who traveled from near and far to attend.

As the case with previous shows, the crew of volunteers arrived before 8:00 AM to register and park the cars. By the time DJ Mike Veilleux of Music Madness played the National Anthem at 10:00 AM to officially open the show, which has become a tradition, there was a respectable number of cars on the showfield and in the showroom considering that it rained a good portion of the morning. For lunch, Red, Hot, Blue of Laurel, MD was on-site to serve attendees and spectators their delicious food.



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As announced in the show flyer and newsletters leading up to the show, the judging and awards ceremony both began 30 minutes earlier than normal to allow the participants as much time as possible to drive home before the 1:00 PM Redskins game ended. Master of Ceremonies Richard Sills welcomed the attendees to the awards ceremony with his opening remarks on the theme of the show (pictured left). Here is an excerpt:

“One of the special features of our fall show each year is to choose a special theme to honor to a select category of Cadillacs or LaSalles. This year, we dedicate our Fall Show to honor the *“Magnificent Modifieds”* – those Cadillacs and LaSalles whose present or past owners used their own imagination, designing skills and craftsmanship to create something a little bit different – or in some cases a lot different – from the products sold by General Motors.

The traditional values of the Cadillac & LaSalle Club, like most mainstream car clubs, have been oriented toward authenticity – cars that are either preserved or restored with complete adherence to the way the manufacturer built them. And yet, when we look at significant cars of the past, we see the creations that appeared in the GM Motorama – the concept cars, and the dream cars that the GM stylists and executives themselves conjured up to excite the public, and to try out new innovations. Top GM executives in past years would often commission the GM styling studio to create a one-off modified version of the current model car for their own personal driving

enjoyment. And, going back to the Classic Era and before, well-to-do customers would order a new Cadillac or other fine car and have it shipped off to a custom coachbuilder for special modifications before taking delivery. The special creations by coachbuilders such as Fleetwood, Brunn, LeBaron and Willoughby would be displayed in Cadillac showrooms, auto shows, and other venues. The public was inspired by the custom creations that sprang from the imaginations, and from the design studios, of those who could not be satisfied by standard offerings of the manufacturers. And what were these outstanding cars? They were, of course, “modified cars”.

So “modified cars” really have a long and illustrious history. Then and now, the observer might find some modifications that he would admire, and others that are not to his particular taste. But either way, those who design and create modified cars do so because they consider the car as a thing of beauty, as an art form, to be enhanced and to be the subject of creative thinking, rather than as a mere appliance that just performs an everyday function.”



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After emcee Richard's introductory remarks, we held the 50/50 raffle. Scot Minesinger sold over \$500 in tickets, with 50 percent of the proceeds going to support the Potomac Region's activities, such as subsidizing the annual holiday party. The winner of the other 50 percent was Frank Perch who drove his 1980 Fleetwood Brougham from Philadelphia to the show. Frank had 1980 Philadelphia Phillies memorabilia on display in his car commemorating their World Series victory that year (pictured left).

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www.clcpotomacregion.org



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L to R: Fred Palmieri and Mayor Jordan

Following the drawing, Richard introduced the Honorable Emmett V. Jordan, Mayor of Greenbelt, who presented the Mayor's Choice Award to Fred Palmieri, Medford, NJ, for his 1998 Eldorado Convertible.

Next, Richard announced the winning cars in each of the 12 judging classes and then introduced Debbie Taylor who announced the winner of the Ladies Choice Award, Dirke Williams, Laurel, MD, for his 1963 Series 62 Convertible (pictured right).



Pictured left is Mark E. Brodsky, Chevy Chase, MD, receiving the Dealer's Choice Award from Daniel Jobe for his Azure Blue 1953 Eldorado, which was being shown at Capitol Cadillac for the first time. Mark was also presented the Henry S. Ruby Memorial Award by Dan Ruby for the Eldo.



Finally, were the Best of the Best award winners! Under our updated show rules, a vehicle receiving one of these awards is not eligible to receive a class award. The Best Pre-War car, the best Cadillac or LaSalle from 1942 and earlier, was awarded to James Elliott, Yorktown, VA, for 1903 Model A (pictured bottom left). James drove the first-year Cadillac in and out of the showroom.



The Best Post-War car (early) was awarded to Frank Tomasello, North Huntingdon, PA, for his 1959 Series 62 Coupe (pictured right). Frank's beautiful black 1959 won Best of Show at the 2014 Fall Car Show at Capitol Cadillac.



The Best Post-War car (late) was awarded to Dan & Linda Arnold for their modified, red 1967 Coupe deVille, one of the many beautiful modified cars on display in the showroom (pictured left is Dan with Daniel Jobe). Our most prestigious award, the Best of Show Award, went to John Denison, Upper Marlboro, MD, for his modified 1955 Coupe deVille (pictured on page 7). The workmanship was second to none on this day and most any other days!



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CLASS	1st PLACE WINNER	2nd PLACE WINNER	3rd PLACE WINNER
Class A: Pre-War Modifieds (1902-1942)	NO CARS		
Class B: Post-War Modifieds Early (1946-64)	Andy Armstrong 1960 Eldorado Biarritz Clear Spring MD Dirke Williams 1963 Series 62 Convertible Laurel MD	Carlisle Custom & Classics 1963 Coupe Deville Shippensburg PA	Lester Bailey 1951 Coupe Deville Baltimore MD Todd Duley 1963 Coupe Deville Prince Frederick MD
Class C: Post-War Modifieds Late (1965-present)	Scot Minesinger 1970 Deville Convertible Fairfax Station VA	Debbie Taylor 1965 Coupe Deville Frederick MD	
Class D: 1902 – 1942 Cadillac or LaSalle	Bryce Frey 1941 Series 62 Convertible Chesapeake Beach MD	Dave Rutherford 1940 LaSalle Model 5219 Woodbridge VA	
Class E: 1946 – 1958 Cadillac	Richard Sisson 1954 Eldorado Potomac MD	Randy & Susan Denchfield 1949 Club Coupe Chevy Chase MD	J. Roger Bentley 1955 Coupe Deville Brinklow MD George & Rita Boxley 1953 Series 60 Special West River MD
Class F: 1959 – 1964 Cadillac	Carlos Ramirez 1959 Coupe Deville Gaithersburg MD	David Robinson 1964 Sedan Deville Damascus MD	Bob Norrid 1962 Series 62 Convertible North Potomac MD
Class G: 1965 – 1970 Cadillac	Chuck & Debbie Piel 1967 Deville Convertible Ellicott City MD	Robert Meekins 1970 Deville Convertible Sykesville MD	Bill Hilliard 1969 Eldorado Silver Spring MD Scot Minesinger 1970 Sedan Deville Fairfax Station VA
Class H: 1971 – 1976 Cadillac	Sam Tomasello 1971 Eldorado Elizabeth Township PA	Lynn Gardner 1976 Fleetwood Talisman Arlington VA Earl Rutter 1974 Fleetwood Talisman Philadelphia PA	Dale Darden 1973 Eldorado Convertible Stevensville MD Scott Patton 1974 Sedan Deville Vienna VA
Class I: 1977 – 1986 Cadillac	Harry & Carol Yarnell 1978 Eldorado Perryman MD	Joseph Chancio 1978 Eldorado Waldorf MD	Frank Perch 1980 Fleetwood Brougham Philadelphia PA



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CLASS	1st PLACE WINNER	2nd PLACE WINNER	3rd PLACE WINNER
Class J: 1987 – 1996 Cadillac	Jim Hartnett 1992 Brougham Kensington MD	Josh Pinho 1992 Allanté Arlington VA Jerry & Rita Trapani 1987 Fleetwood Brougham Station Wagon East Islip NY	Ron Renoff 1996 Fleetwood Brougham Severna Park MD
Class K: 1997 – Current Cadillac	Fred Palmieri 1998 Eldorado Convertible Medford NJ	Allen Kenney 1997 Eldorado Knoxville MD	Michael Carlin 2001 Seville SLS New Windsor MD
Class L: Professional Vehicles	Ati Kovi 2010 DTS Livery Potomac MD		
BEST PRE-WAR (1942 and Earlier)	James Elliott 1903 Model A Yorktown VA		
BEST POST-WAR EARLY (1946 to 1964)	Frank Tomasello 1959 Series 62 Coupe North Huntington PA		
BEST POST-WAR LATE (1965 to Present)	Dan & Linda Arnold 1967 Coupe Deville York PA		
BEST OF SHOW – OVERALL	John Denison 1955 Coupe Deville Fort Washington MD		
DEALER'S CHOICE AWARD	Mark E. Brodsky 1953 Eldorado Chevy Chase MD		
HENRY S. RUBY MEMORIAL AWARD	Mark E. Brodsky 1953 Eldorado Chevy Chase MD		
LADIES' CHOICE AWARD	Dirke Williams 1963 Series 62 Convertible Laurel MD		
LONG DISTANCE AWARD	Sam Tomasello 1971 Eldorado Elizabeth Township PA 210 Miles		
MAYOR'S AWARD	Fred Palmieri 1998 Eldorado Convertible Medford NJ		



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THE TALE OF THREE TALISMANS STORY BY LYNN GARDNER, JACK MCCLOW AND EARL RUTTER PHOTOS BY LYNN GARDNER AND TOM MCQUEEN



L to R: Earl Rutter's Andes Copper 1974 Talisman, Jack McClow's Rosewood 1975 Talisman and Lynn Gardner's Crystal Blue Firemist 1976 Talisman

On Sunday, October 25, 2015, something even rarer than a 1974-76 Fleetwood Talisman occurred at the annual fall Potomac Region car show at Capitol Cadillac in Greenbelt, Maryland. On that day, for the first time in anyone's memory, three Fleetwood Talismans, one representing each year of production, were on display at the show. Earl Rutter from Philadelphia drove down in his Andes Copper 1974 Talisman with Terra Cotta interior and white top, a car which he purchased in 2010. Earl is the second owner of this car which was delivered by Delaware Cadillac to Dr. Charles Walker of Wilmington, Delaware in the fall of 1973. Jack McClow from North Potomac, Maryland was there with his 1975 Talisman in triple Rosewood, a car he purchased from the second owner in 2002. His car was originally sold by Capital Cadillac of Atlanta, Georgia, where it had been serviced throughout the years, and it was through that dealership Jack located the car at time of his purchase. Lynn Gardner from Arlington, Virginia rounded out the group with his 1976 Talisman in Crystal Blue Firemist with dark blue interior and white top. Lynn is the second owner of his car which was originally purchased in May of 1976 from Lawson Motors in Fredericton, New Brunswick, Canada by the Lofstrom Drilling & Blasting Company. After being in New Brunswick for 37 years, Lynn brought the car to the D.C. area in 2013.

Over the three year run of the Cadillac Fleetwood Talisman model, 4,336 were built; this out of a total Fleetwood production run of 61,505 during that same time period. According to the Cadillac & LaSalle Club's International Membership Directory and the International Talisman Registry, it is reported that today only 75 of these rare cars are owned by the members of these two organizations combined.



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There was a time, many, many years ago, when the car company that so rightfully had earned the title of "**The Standard of the World**" back in 1908 was also, thanks to its record setting sales levels in the luxury automotive market, able to tell the world just what that new-world standard for luxury should be. In the fall of 1973 the folks at the Cadillac Motor Car Division of the mighty General Motors Corporation unveiled their latest high-end ultra-luxury automobile, the 1974 Cadillac Fleetwood Talisman. The year of 1973 was a year of automotive hope and enthusiasm. General Motors was selling one of every two vehicles rolling out of dealership showrooms, the first of the passive restraint systems was being offered in certain GM products including Cadillac models starting in the fall of 1973, and the then unknown group that would soon be known from coast to coast and around the world as "OPEC", along with the carnage this organization would soon cause the automotive giants, was not even on the charts or in the common vocabulary.

But back to happier and more innocent times: so what is a Cadillac Fleetwood Talisman? Merriam Webster defines the word "talisman" as "an object that is believed to have magical powers and to cause good things to happen to the person who has it". Well, if in 1973 through 1976 you could afford the cost of a new Fleetwood Talisman, good things may have already happened to you. To enter the world of the Talisman in 1975 for example, you first needed to start with a nicely equipped Cadillac Fleetwood which would run approximately \$11,300. Then the Talisman option would be added to the tune of \$1,788, add the shipping charges of \$150, and you would soon be rolling out the door in your new Fleetwood Talisman topping the charts at \$13,238.



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By comparison, at the time the average price for an average new car was in the range of \$5,000, and a very basic economy car, such as the Ford Pinto, could be purchased for just over \$2,000, which put it in line, cost-wise, with the price of the Talisman option package alone. For those lucky few who could afford a \$13,000 plus car in 1974, 1975, and 1976, they were riding in not only rarified company, but in the most rarified and pampered environment to be found on four wheels. If one had not already spent enough on their Cadillac, there was still one more offered option that history tells us only a few owners checked off when ordering their new car: a companion lap blanket and pillow set (at a cost of \$85), reminiscent of the roaring thirties, in the color matching to the car's interior. Very few of these rare lap blankets and pillow sets are in collectors' hands today, and when a set does become available the values can run to \$1,000 or more for a pristine example; one collector recently mentioned he knew of only one other set besides his own in existence. His set, he mentioned, is safely stored away in moth ball added protection.



The luxurious Cadillac Fleetwood Talisman rode on a very long wheelbase of 133 inches. The car's overall length was 234 inches, or 19½ feet of pure spaciousness. The back seat legroom was so generous standard footrests were included for those who found they couldn't even reach the backs of the front seats. Every creature comfort was a part of the Fleetwood Talisman package, which included the softest and plushiest seats available for the time, with nearly every surface covered in super soft Medici crushed velour. The seats are so incredibly soft and inviting the young daughter of a local club member once commented, after her first ride in a Talisman, "it is just like riding in my bed". In addition to all the normal Fleetwood convenience and appearance features, the Talismans came with a specially padded elk grain vinyl roof covering, as well as special wheel disks and many other specialty appointments. And then there was the Talisman's signature feature for 1974: individual 40/40 split front seats with a flip-up, lighted writing desk (complete with Cadillac pen and pencil set and embossed notepaper) as well as 40/40 split rear seats with a flip-down convenience divider to be shared by the two rear seat passengers.



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Yes, for 1974, only four passengers could ride in a Cadillac Fleetwood Talisman; this was definitely not a car for the masses. For the model years 1975 and 1976 the rear center console was removed for reasons that have never been explained, turning these monstrous cars into five passenger automobiles. But for the driver and front seat passenger, nothing was changed; if a note needed to be written on the fly a push of a button opened the lighted writing desk with the pen and paper at the ready. If Cadillac management's goal was to sell more of these cars by adding to the passenger capacity, that plan backfired as fewer Talismans were produced in 1975 (1,238) and 1976 (1,200) than in the initial model year when 1,898 examples of the four-passenger configuration of the 1974 rolled off the assembly lines. This makes the 1974 Talisman the most collectible of the three years today as few can imagine a time when a car that was almost twenty feet long was purposely designed to carry only four passengers; to see one of these examples in person at a local car show is always a crowd pleaser. But one fact remains firmly in place after all these years for the 1974 Fleetwood Talismans: never before and never since have one driver and three passengers ever been carried about in such individual and splendid comfort.

Sadly, these being the power-choked emission laden years of the mid-1970's, these cars were not super powerful even though the 1974 models arrived standard with the Cadillac 472 cubic inch engine, and the 1975 and 1976 models were equipped with the 500 cubic inch version. The power ratings for these three years barely topped 200 hp. And fuel mileage was not the car's strong suit, either. Average fuel consumption was in the range of 11 to 12 miles per gallon on average, but thanks to the 27.5 gallon fuel tank a driver could still expect a range of approximately 250 miles between fill-ups. Using the recommended premium grade of fuel in these cars can be costly these days; back just a few years ago when fuel was in the range of \$4.00 a gallon it was not uncommon to pay close to \$100 just to fund a trip from D.C. to Hershey and back. But fuel economy aside, back in the day, nowhere on the planet could an individual purchase a more finely equipped personal chariot than a new Fleetwood Talisman at his or her Cadillac dealer from the fall of 1973 through the end of 1976. When a new buyer rolled out of the dealership driveway in a new Talisman, over 40 some years ago, a statement was being made for all those who witnessed the event, while the driver of these remarkable cars watched the rest of the world roll past the windows in hushed and swaddled comfort.



One year only (1974) 40/40 split rear seats



Distinctive "Fleetwood Talisman" script on the sail panel



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On average, these three pampered cars have seen very little road use over their 40 or so years of existence, each only traveling only between 1,200 to 2,000 miles per year.

For every model year of the Talisman there were some unique interior colors available for that year only. While upwards of 20 exterior colors and 10 vinyl top colors were available each year, in 1974 only four of the special interior colors were offered: black, dark blue, medium amber, and dark terra cotta. In 1975 only two of the 1974 interior colors were carried over: black and dark blue. Gold and rosewood were added for this year and were 1975 colors only. In 1976 black and dark blue continued for the third year, with the addition of light gray, dark blue green, and buckskin available for a total of five interior color options for the Talisman's last model run. It has been rumored over the years that there was a leather interior seating option available for the Talisman for the addition sum of \$600 on top of the already pricey Talisman option, but just like the cryptid Loch Ness Monster and Sasquatch, no one knows of anyone who has actually ever seen the unique Talisman interior covered in anything other than the very special Medici crushed velour.

While these cars have become collectible to some degree, storage continues to be a problem for some collectors. While Lynn and Jack have garages large enough to easily accommodate the car's length, Earl found his twenty foot deep garage to be just an inch or two shy, so he has resorted to parking his car diagonally in the garage in order to be able to close the door; now there is a dedicated old car hobbyist!!

The next time you attend an old car event, look around to see if you can find one of the last of the huge Cadillac Fleetwood automobiles in attendance and, if so, look for the distinctive "Fleetwood Talisman"

script on the car's sail panel. If you are lucky enough to have discovered one of these rare cars in your presence, have a look inside for your own personal sighting of a rare example of automotive history. If the owner is present, maybe you can ask if you can have a seat for a moment in this automotive lap of luxury; it will be an experience you will never forget.



**L to R: The proud Talisman owners:
Lynn Gardner, Jack McClow and Earl Rutter**



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**PRACTICE JUDGING OF MODIFIED CARS
STORY BY WILLIAM C. "BILL" ANDERSON, P.E., CLC CHIEF JUDGE
PHOTOS BY RANDY EDISON AND SANDY KEMPER**



L to R: Pilot judges Brendan O'Rourke, Bill Anderson and Rick Menz with the modified Cadillacs that participated in the pilot Modified Division judging

Beginning in 2017 with the CLC Grand National in Northern Virginia, the welcome mat will be out for modified Cadillac owners. If they wish, their cars will be judged. Modified cars can be entered in one of 4 classes: hot rods, restomods, mild customs, and radical customs. A special set of judging criteria have been developed and are currently undergoing review by people interested in modified cars in the Cadillac & LaSalle Club.

The new judging criteria for modifieds include appearance, cleanliness, design, degree of difficulty of the modification(s) and workmanship. These criteria are similar to other events where "modified" cars are judged. In addition, in judging modified cars in the CLC, all operable systems and components are tested to verify they work and work properly. The more modifications within a given class and the better they are done enhances the chance for a prize. Three prizes — First, Second and Third prizes — will be awarded to the top three in points; a maximum of 1,470 points is possible.



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Vince Taliano suggested a trial using the new criteria because the 2015 Fall Potomac Region Show at Capitol Cadillac focused on modified cars. I accepted his invitation. Rick Menz and Brendan O'Rourke volunteered to assist as judges. Scot Minesinger (1970 DeVille Convertible), Debbie Taylor (1965 Coupe DeVille) and Dirke Williams (1963 Series 62 Convertible) volunteered their cars for the judging. All these cars were entered in the mild custom class.



Although it was unavailable for the pilot judging, the judges had hoped the restomod 1955 Coupe DeVille in the showroom (pictured above) would have been on the list of cars volunteered for the program. This car typifies the kind of modified cars the CLC hopes to attract to Grand Nationals and Fall Festivals in 2017 and beyond. Its design and execution were superb.

Generally, the new judging system worked as envisioned. The trial run proved its value as it identified a few individual criteria that need modification to ensure proper application of the form by the judges. Special procedures remain to be developed to enable efficient tabulation of the judges' evaluations to determine each car's score. It is also obvious that the CLC must provide more information to potential entrants so that they can best prepare their car for competition.

The CLC Judging Committee is grateful for the opportunity provided by the Potomac Region and to those who volunteered their participation.



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**POTOMAC REGION END OF SUMMER PICNIC HOSTED BY DAN & JOJO RUBY
STORY BY RITA BOXLEY
PHOTOS BY DANNY MOFFAT AND VINCE TALIANO**

Sunday, September 27th was a great day to have an end-of-summer picnic at Dan & JoJo Ruby's home. The sunny morning led to an overcast afternoon, but the weather didn't prevent all of us who were there from having a nice time. There was an ample amount of food to go around. The deserts were plentiful too.

The classic cars in all their beauty were parked strategically around the lawn. They ranged in years from George & Rita Boxley's 1930 V-8 Cadillac (pictured below



left) to Randy Edison's 1954 Series 62 convertible (pictured below right) to Bill & Anne Hilliard's 1970 Eldorado to Harry & Julia Scott's 2004 STS. Lee Peterson and Sue Kennedy were there with their gleaming black 1949 Series 61 Sedan that is just stunning. Chuck Piel was there with his 1967 DeVille Convertible that he and Debbie drove to the Grand National in Quincy, MA. Other members and their beautiful models included Vince Taliano with his 1965 Sedan deVille and Jack McClow with his 1975 Fleetwood Talisman. Franklin Gage (you knew him right off – he was wearing a Franklin car shirt) was there with a 1957 Chevy hardtop sedan (a rare car in today's world of '57 Chevy survivors). It is always a great pleasure to see such a turnout of these classic cars, and to meet and greet club members who actually drive their cars to these events.





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Dan & JoJo's homestead in rural Calvert County is beautiful with its awesome views of the countryside. The home has an airy feeling. It's as if the home itself is welcoming the guests. Congratulations to the Rubys on their new home.

It was pleasure to meet some of Dan & JoJo's neighbors at this event, in addition to seeing fellow members. It felt as if we all knew each other already, even though most of the car club members had just met the neighbors. In addition to our hosts (pictured right) other members and/or guests included Dave & Donna McCamley, Mary Moscati and Jane Phillips, Karen Ruby (Dan's sister), Danny Moffat, Nancy Ciccaria, Barry Huntley, and many neighbors including Doug Hill (ABC 7 Weatherman), and "Sparky" (the Ruby's dog), who was very reserved in a dog's way looking for attention (Mary also brought her puppy to the picnic).



The day ended with conversations of seeing each other at the Fall Show on October 25th in Greenbelt, Maryland.

Happy motoring!

Rita Boxley



To see more pictures, visit <http://clcpotomacregion.org/2015summerpicnic.htm>.

Visit us on the web!
www.clcpotomacregion.org



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V-16 CADILLAC STOLEN AND RECOVERED BY ABC7.COM STAFF OCTOBER 3, 2015



Thieves may be seriously disappointed if they try to sell a swiped classic car. The rare Cadillac Roadster was stolen in Redlands, CA.

There are fewer than 20 of these beauties left on the road today, which is why the restored 1930 Cadillac V-16 Roadster is estimated to be worth 3/4 of a million dollars. On Wednesday, September 30th, it was stolen from Nicks Old Car Specialty.

"A trailer we had parked outside waiting for the client to come get his car, and the car was in it was gone," said Harry Nicks.

But it was not the owner who took it home. Sometime between midnight and 4 a.m., Nicks says thieves cut the lock to a gate and stole the trailer containing the classic car.

"They didn't have a clue that car was in there until they started trying to pull it, and that car weighs about 6,000 pounds," said Nicks.

The vintage car may be worth a lot of money, but Nicks says the Cadillac would be tough to sell for two reasons: it's rare and it's well known in classic car circles.

"I don't know what they think they are going to do with it, but they need to park it on the street and let us have it back," said Nicks.

On Saturday, October 3rd, authorities recovered the stolen V-16 Roadster from a location in Highland, CA. The car was found in the 8100 block of Tippecanoe Avenue after Redlands police, California Highway Patrol auto theft investigators and sheriff's deputies served a search warrant for the location.

Redlands police and CHP officers handled the recovery of the Roadster and processed the crime scene.

The owner's insurance company had issued a reward for the return of the vehicle.





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CADDIE CLASSIFIEDS

Cars For Sale



1963 Coupe Deville – Customized by **Carlisle Customs & Classics** – Full frame-off custom – Runs and drives great – Like new condition! – Comes with custom fitted cover – Over \$85k invested – See pictures at <http://www.carlislecustomsandclassics.com/1963-cadillac-coupe-deville> – **Asking \$59,900 obo** – For more info, contact Vinny at 717-226-3393 or carlislecustomsandclassics@gmail.com – Car is located in Shippensburg, PA



1980 Seville – One of a kind Seville sitting on a 1976 International Scout frame with four-wheel drive – 345 V-8 engine with automatic transmission – Engine runs good but looks like it did after a swamp race in '92 – Most of interior and trunk look like brand new – Fake fur road kill headliner – True redneck delight that eats pick-ups! – No rust but could use new paint – Needs reconstructed title to be legal in Pennsylvania (new law) – Owner selling for health reasons – **Asking \$19,900** – For more info, contact Bill Heinrich at 717-368-1770 or billheinrich77@gmail.com – Car is located in Lancaster, PA



1982 Fleetwood – 155K miles – Needs reconditioning – Engine runs – Excellent interior – Electric windows – Digital fuel injection – Broken out driver window – Light blue – See pictures at <http://www.clcpotomacregion.org/forms/CarolsCadillacsForSale.pdf> – **Asking \$1,500 or best offer** – Purchaser hauls – For more info, contact Carol at 301-260-7960 or PRBResTrust@gmail.com – Car is located in Gaithersburg, MD



1984 Lindsay Limousine – 63K miles – Engine runs – Seat cushions/carpet/glass interior ok condition – Compass on rear view mirror – Electric windows – Dark blue with black vinyl roof – Rusty hood – Leaking water to interior from front passenger side – See pictures at <http://www.clcpotomacregion.org/forms/CarolsCadillacsForSale.pdf> – **Asking \$1,700 or best offer** – Purchaser hauls – For more info, contact Carol at 301-260-7960 or PRBResTrust@gmail.com – Car is located in Gaithersburg, MD



NEW ARRIVAL 1990 Coupe Deville – Excellent original condition – Extremely clean, garage kept – New set of Vogue tires – **Asking \$6,000 obo** – For more info, contact Jim Beans at 410-280-8733 or mtbird49@yahoo.com – Car is located in Annapolis, MD



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1994 Fleetwood Brougham – Immaculate in all aspects is the best way to describe this well preserved 1994 Fleetwood Brougham sunroof sedan with 61,695 original miles – Rarely do you see them in this good of condition – Every possible option on this particular vehicle – Everything works and has been meticulously maintained mechanically and cosmetically – Garaged its entire life – Major service at 55K including all fluids changed and replaced with synthetic fluids where applicable, GM platinum plugs and wires, GM serpentine belt, all brake rotors cut with new GM brake pads, GM fuel and air filter, GM PCV valve, GM water pump, and AC Delco battery – Current owner purchased the vehicle in 2008 from another car enthusiast (who is also a personal friend) with 53K miles and have done full synthetic oil changes every 1,000 miles – On the 6 point car scale this car is a solid 2 approaching a 1 – Most civilians would call this car a 1 but to a true enthusiast who knows the point scale, very few cars are rated at a 1 – See pictures at <http://www.clcpotomacregion.org/94cadillacforsale.htm> – **Asking \$9,500** – For more info, contact Brett Youngerman at 302-420-7001 or brettyoungerman@comcast.net – Car is located in Hockessin, DE



One of A Kind 1977 Seville Sofa – Unique one of a kind custom built leather sofa – Was built using rear fenders and bumper from a 1977 Cadillac Seville with 1979 tail lights – Automotive parts are attached to furniture type wood frame – All exposed wood structure is custom upholstered with red leather – Original 12V tail lights and emergency flashers operate off of 120V ac to 12V dc converter – Black painted fenders are hand detailed with red pin strip and "Sophisticated Seville" logo by Jim Carnafax, renown Houston pin-stripper – See pictures at <http://forums.cadillaclasalleclub.org/index.php?topic=137923.0> – **\$8,500 (includes shipping within the continent U.S.A.)** – For more info, contact John Wing at 832-288-2437 or dellawing@sbcglobal.net – Sofa located in Houston, TX



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