



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

January 2016



DIRECTOR'S MESSAGE BY VINCE TALIANO

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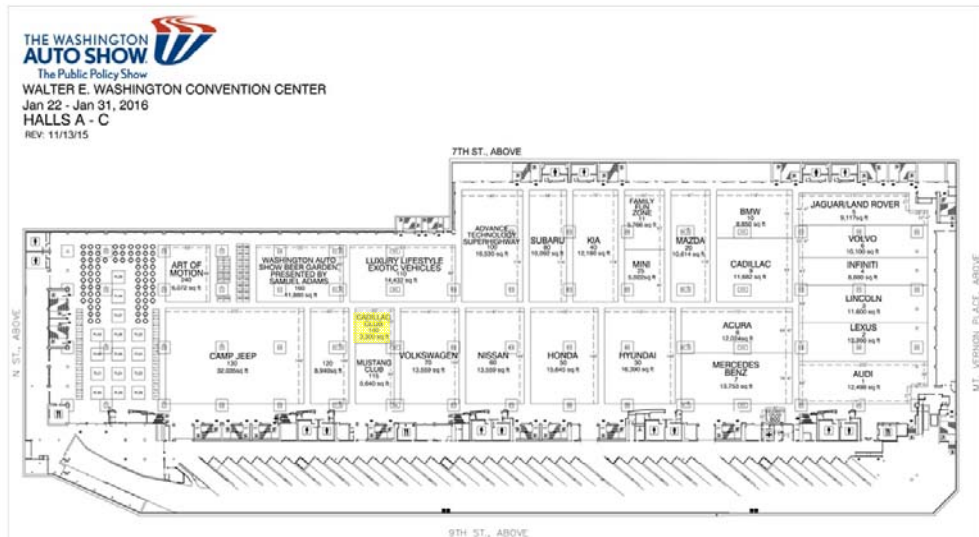
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RICHARD SILLS

The 2016 Washington Auto Show will be here before we know it. Our Region is participating for the first time in this event, which runs from January 22-31 at the Washington Convention Center. The highlighted area on the map below shows our designated space.



It is not too late to sign up to help. If you are interested in participating and haven't already notified us, please contact Franklin Gage at f.gage@hotmail.com.

We are saddened to report that Region member Phil Clow passed away at the age of 81. He had been the owner operator of Annapolis Radiator and Body Shop since 1967. He restored many antique autos and trucks over the years winning a collection of awards. His favorite vehicle was a 1946 Chevrolet Canopy Express truck that was purchased new by his father and eventually sold. Phil traced it down, purchased it and completely restored it to its original condition.

Vince Taliano



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IN THE NEWS



Congratulations to CLC member Lou Commisso whose 1956 Eldorado Biarritz was featured in the February 2016 issue of ***Hemmings Classic Car***. Not only was it the feature of a great article written by Richard Lentinello on the restoration that Lou largely completed by himself in his home garage, but its picture graced the front cover of the issue (thanks to Richard for providing us an electronic copy of the front cover pictured left). The photo shoot for the story took place at the Webb Institute in Glen Cove, New York. Below is a photo that Lou took while at that location.

During the restoration that took approximately two years to complete, we were fortunate enough to receive updates from Lou that we included in our newsletter.

We strongly encourage our readers who are not subscribers of this great magazine to go to their local newsstand and pick up a copy.





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Announcing the Potomac Region's Annual Holiday Party followed by a 2017 CLC GN Update Meeting

Special
thanks to
Mark Brodsky
for offering to
pay for the
Potomac
Region
Holiday
Party!



Join your fellow Potomac Region Members
for good food, beverages and holiday cheer!

Sunday January 31, 2016

12:00 – 4:00 PM

Springfield Golf and Country Club

8301 Old Keene Mill Road

Springfield, Virginia 22152

703-451-8600

Price: FREE

For information, contact

R. Scot Minesinger

at 703-283-2021 or

rscotm@cox.net

DIRECTIONS FROM I-495 BELTWAY:

- Take I-495 to Braddock Road West (Exit #54A)
- Turn left on Rolling Road (VA 638S)
- Turn left on Old Keene Mill Road (VA 644W)
- Club is on your right immediately past the Shell station

Plenty of parking for your
Cadillac or LaSalle

Enjoy a Specially Prepared Buffet

- Springfield Buffet
 - Spinach Salad with Almonds and Dried Cranberries
 - Chicken Florentine with Brandy Cream Sauce
 - Beef Tenderloin Tips with Mushroom Cream Sauce
 - Wild Rice Blend
 - Oven Roasted Herb Potatoes
 - Mélange of Seasonal Vegetables
- Assorted Rolls and Butter
- Assorted Cakes and Pies
- Cash Bar: Wine, Beer and Cocktails

RSVP (Accepts Only by January 24, 2016)

Number Attending: _____

Name(s): _____

Name(s): _____

Name(s): _____

Please complete and mail to:

Harry Scott, Treasurer
14421 Aden Road
Nokesville VA 20181-3122

Dress Code: Holiday Casual

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TONY SOPRANO'S CADILLAC ESCALADE SELLS FOR NEARLY \$120,000

BY KAREN BUTLER

http://www.upi.com/Entertainment_News/2015/11/26/Tony-Sopranos-Cadillac-Escalade-sells-for-nearly-120000/5381448556119/

NOVEMBER 26, 2015

BOSTON, Nov. 26 (UPI) -- The white 2003 Cadillac Escalade used on screen by James Gandolfini's mob-boss character Tony Soprano in ***The Sopranos*** was sold for \$119,780, Boston's R.R. Auction announced.

The vehicle, whose new owner was not revealed, was used during the final three seasons of the award-winning HBO series.



**James Gandolfini and co-stars in a scene from
HBO's "The Sopranos"
Photo provided by R.R. Auction**

"The Cadillac Escalade represented Tony's personal car and primary means of transportation, frequently used to show him going to and from his own driveway, meetings with members of the New York families, and the notorious landmarks of ***The Sopranos'*** fictional universe like the Bada Bing strip club and Satriale's Pork Store," a news release said. "It was also utilized in action sequences including the infamous chase from Season 5 in which Tony, angrily trying to collect a debt, drives Phil Leotardo off the road and into a parked car."

Gandolfini, who died in 2013 at the age of 51, prominently signed the interior of the Escalade twice in black felt-tip pen -- once inside the driver's-side sun visor, "Thanks for the truck, James Gandolfini," and also on the panel above the glovebox, "James Gandolfini."

"For fans of the show -- it's an instantly recognizable prop from one of the most acclaimed television series ever produced," Robert Livingston, executive vice president at R.R. Auction, said in a statement. "Once we had realized we had broken the previous sales record price for a ***The Sopranos*** used vehicle, we were thrilled with the results of the auction."

A 1999 Chevrolet Suburban from ***The Sopranos*** Seasons 1-4 sold for \$110,000, in 2013.



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**SAM RAYBURN'S 1947 CADILLAC
STORY & PHOTOS COURTESY OF THE
SAM RAYBURN HOUSE STATE HISTORIC SITE,
TEXAS HISTORICAL COMMISSION**

<http://www.visitsamrayburnhouse.com/>



Sam Rayburn, right of car at center, receives the keys to his new 1947 Cadillac Fleetwood from his friend and House Minority Whip John McCormack of Massachusetts, who stands at right. Congressman Frank Boykin of Alabama, left of Mr. Rayburn, chaired the committee which accepted \$25 donations from each Democratic Congressman in the House of Representatives in order to buy Mr. Sam a new car.

**Photo Credit: Alabama Department of Archives and History
Montgomery, Alabama.**

Samuel Taliaferro "Sam" Rayburn (January 6, 1882 – November 16, 1961) was a Democratic lawmaker from Bonham, Texas, who served as the Speaker of the U.S. House of Representatives for 17 years, the longest tenure in U.S. history. The Speaker of the House is the third person in line for the Presidency, immediately after the Vice President.

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The Speaker of the House is elected by each new Congress, so when Democrats control the House of Representatives, they elect one of their own party as the Speaker, and vice-versa. In the election of 1946, the Republicans won the majority of the House of Representatives, so Mr. Rayburn lost the Speaker position and became the Minority Leader. With that transition, he also lost the use of the congressionally-funded Cadillac provided to the Speaker. While Mr. Rayburn remained positive about his new role in Congress, his fellow Democratic congressmen could not bear to see their beloved former "boss" without a car.

Several Democratic congressmen desired to buy Mr. Rayburn a new car to replace his limousine. Mr. Rayburn said he had a personal rule barring him from accepting gifts over \$25. Undeterred, the congressmen asked the Democrats in the House of Representatives to donate \$25 toward a new car. With this modification, the former speaker grudgingly agreed to their plan. Rep. Frank W. Boykin of Alabama led the solicitation.

Along with 142 donations from Democratic congressmen, 50 Republican representatives also donated to the Cadillac fund. But when Mr. Rayburn learned that Republicans were among the donors, he insisted that their donations totaling \$1,250 be returned, out of concern that his acceptance might be considered a conflict of interest. He graciously thanked each Republican for the donation as he returned their checks. Fortunately, that left \$3,550, which was just about enough to cover the purchase of the brand-new 1947 Cadillac Fleetwood Sixty Special from **Capitol Cadillac** in Washington, D.C. (The car cost \$3,600, so someone must have kicked in the other \$50.) Mr. Rayburn's good friend, Democratic whip John McCormack from Massachusetts, officiated at the ceremony at which the keys to the shiny new Fleetwood were presented to Mr. Rayburn.

ROLLER
4-2-47 No U95994
1947
TAX COLLECTED, GIVE REASON BELOW

— ORIGINAL —
Deliver to Applicant if No Lien Disclosed
If Lien Disclosed, Deliver to 1st Lien Holder

No U95994

4-2-47
Tarrant COUNTY, TEXAS

Receipt is hereby acknowledged of fee of 50 cents and application for Original (Corrected) Certificate of Title,
by Sam Rayburn to the following described motor vehicle:
Make of car Cadillac Year and Style body 1947-48 Sedan Motor No 6420341
Serial No 4420 License No DY 8800 Surrendered Title No Distric of Columbia
Seller's name Capitol Cadillac Co Address Washington D.C

Date	Amount	In favor of	Address
1st Lien Mfr. Vehicle	<u>none</u>		
2nd Lien Mfr. Vehicle			

Tax Collector Calvert Sherris By ES Deputy
Tarrant County, Texas

Address any inquiry regarding your certificate of title to Certificate of Title Division,
Texas Highway Department, Austin 26, Texas. Enclose this receipt with your letter.

Receipt for original title in Texas showing **Capitol Cadillac** as the seller



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Mr. Rayburn used the 1947 Fleetwood until 1949, when he was again elected Speaker after the Democratic victory in 1948. The Republicans reclaimed the Speaker position from 1953-1955 when they controlled the House, but Mr. Rayburn was returned to the Speaker position in 1955, and held that position until he retired from Congress in 1961. After Mr. Rayburn was re-elected as Speaker in 1955, he again had the use of the official limousine, so his secretary and the future director of the Sam Rayburn Library, H. G. Dulaney, drove the Cadillac for the last time from Washington, D.C. to Mr. Rayburn's hometown of Bonham, Texas.

After Mr. Rayburn's death in 1961, his surviving sisters sold the Cadillac to E.B. Chapman, an oilman from Sherman, Texas. Chapman paid between \$300 and \$400 for the historic Cadillac. Once in possession of the car, Chapman attempted to donate it to the Smithsonian Museum. Chapman instead donated the Cadillac to the Sam Rayburn House State Historic Site on March 31, 1975, just one day before the dedication and official opening of the museum. In an historic ceremony, Chapman presented the Cadillac keys to former Speaker of the House John McCormack, who first presented the Cadillac keys to Mr. Rayburn in 1947.



Clockwise from upper left: Sam Rayburn House State Historic Site Director John Jameson, former Speaker of the U.S. House of Representatives John McCormack, E.B. Chapman, and Sam Rayburn Library Director H.G. Dulaney stand together by Mr. Sam's Cadillac Fleetwood following the donation of the car to the site by Mr. Chapman on March 31, 1975; E.B. Chapman hands the keys to the Cadillac to John McCormack during the donation ceremony in 1975; Cadillac undergoing mechanical restoration at Hatfield Restorations in Canton, Texas in 2010; and Cadillac undergoing an earlier restoration at Silver Eagle Distributing in Houston, Texas in 1998



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The Cadillac became one of the most visible and popular aspects of the Sam Rayburn House. Restorations to the car were completed in 1979 and 1998. Over the years, the car fell into mechanical disrepair and by 2006 was not drivable. The Friends of Sam Rayburn, the organization that provides supplemental support to the Sam Rayburn House, received a generous donation, earmarked for restoring the Cadillac. This donation, together with funding from the Texas Historical Commission, allowed for a mechanical restoration of the car, completed by Hatfield Restorations of Canton, Texas in 2010.

The garage that houses Mr. Rayburn's 1947 Cadillac Fleetwood at the Sam Rayburn House has undergone several changes through the years. Constructed around the same time as the house, it is one of the original five outbuildings still remaining on the property. It was originally designed to house carriages and early motorized vehicles such as the Ford Model T that Mr. Rayburn owned. In later years, Mr. Rayburn added two side bays to the east and west sides of the garage for storage. While in Washington, Mr. Rayburn realized his new leviathan 1947 Cadillac Fleetwood was too long for the garage. He guessed the approximate size of the needed enlargement and phoned his groundskeeper back home in Bonham to start the construction. Mr. Rayburn underestimated the size of the car and when he brought it home, it just narrowly fit.



The garage recently underwent a restoration. The rehabilitation and repairs were designed to maintain the original structure, to improve the vehicle's environment and to improve visitors' viewing experience. The car, itself newly restored and roadworthy, is now safely preserved. The garage rehabilitation helps ensure that the Cadillac remains in working condition and to preserve the car in its original state for as long as possible. This required some restoration to the

building and creating an environmentally controlled space. Construction crews installed a heating and cooling system and insulation to maintain a constant temperature and slow the Cadillac's deterioration over time. Technicians installed a security and fire alarm system and improved lighting. The renovations make it possible for visitors to view the Cadillac more comfortably from inside the building.

[Editor's Note: Special thanks to Anne Ruppert and Carole Stanton at the Sam Rayburn House State Historic Site, Texas Historical Commission for collaborating on this great story.]



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DRIVING MISS DAISY.....THE CADILLAC CIMARRON STORY & PHOTOS BY JEFF MALO

The Cadillac Cimarron – what can you say? Some said that they really weren't much more than a gussied-up Chevy Cavalier. A nice car, just not worth \$15,000! Critics call it the biggest scam ever pulled on consumers by an automaker. But you know what? We just bought one, and we love it!

In all reality, Cimarrons are not all that common. Most of the few that still exist—the ones that were actually driven all their lives – are in failing condition. I have discovered that many junkyards didn't even save them. But the really nice ones, the "survivors", are absolutely wonderful little cars. I have enjoyed my prized black 1965 DeVille Convertible for 39 years, and my wife has had her poppy red 1967 Mustang for almost 14 years, so this was a joint venture to try something different. Since she had a Chevy Cavalier in the late 1980's (and loved it) and I am a Cadillac man, what better choice for a third classic car? The Cimarron combines the two into one smart package. Now we have "his", "hers" and "ours".

After passing on a nice maroon Cimarron D'Oro in the Boston area last year (overpriced at \$9,000) and missing out on another cream puff 11K mile car on eBay, (in my hometown of Albany, New York, no less) which sold for \$5,000 and is now in Michigan and for sale for almost double that (good luck!), we stumbled upon our 1986 Cimarron ("baby Cadillac") on Craigslist.

It is a Florida car with 24,000 original miles. The original owner was an 84-year-old woman who, sadly, is now in a nursing home. Thus, the Miss Daisy reference – her story is quite similar. Her nephew had the car for a year, but his garage was overflowing with vehicles and one had to go. He decided to part with his aunt's Cimarron, but he is quite happy that it went to a good and caring home. So are we!





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After exchanging photos and enlisting the help of a friendly CLC member in Palm Beach, Florida, who recommended a great mechanic to inspect the car, the inspection was performed and no major problems were found. No rust, immaculate navy blue interior, near-perfect white paint with the original pin-striping still intact, optional Continental kit and chrome grille (dealer installed options listed on the factory invoice) with the base 2.0L four cylinder engine; with only a few minor repairs needed, a price was agreed and the deal was sealed. Then the fun began.



The trucking broker unknowingly assigned us to a truck driver from hell. Their car hauler seemed to break down every hundred miles. The promised three-day delivery took eight days total, while the truck sat in Georgia being repaired. Our car was picked up in West Palm Beach on a Friday and didn't arrive in Richmond, Virginia until the following Saturday. Either our calls were not returned or lame excuses were given. At one point we started to suspect that our car had perhaps been stolen.



Since my wife and I were putting on a charity car show, our mechanic agreed to accept delivery. More problems! When the truck arrived at the agreed unloading point, they couldn't get it off the truck because the hydraulic hoses blew out on the car carrier. Fortunately, our mechanic had the know-how to fix their rickety truck, get our Cimarron unloaded, and send them on their way before they caused any more unhappiness.



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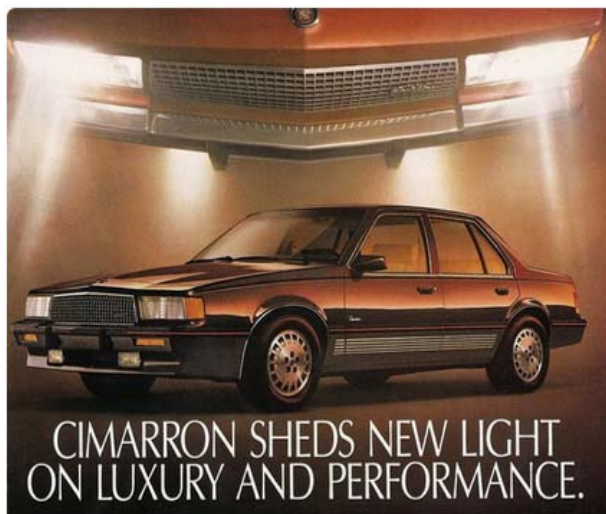
Our mechanic got the car to his shop, repaired a few minor quirks, changed the fluids, and now we have a nice little conversation piece. She has gotten quite the look-over at local car cruises, as many folks don't even know or remember what it is! I would venture to say that we have the only one in Central Virginia, as I have neither seen nor heard of any Cimarrons in the 15 years I have been here. Throughout the CLC, there are only 11 Cimarrons as listed in the 2016 CLC International Directory. In any case, we are hoping to bring it to the Grand National in Northern Virginia in 2017!

I will probably have to argue with the judges over one contentious point. The Continental kit and grille on the car are not bone stock, but they were indeed dealer-installed Cadillac options and are listed as such on the dealer invoice. I have no idea how that will go, but the car is all original and is *exactly* as it was delivered from the dealership in Delray Beach, Florida in 1986!

One interesting fact: a word of caution to anyone who is restoring a 1980's vehicle, Cadillac or other-wise. You will have your work cut out for you. Mechanical parts are readily available, but many of the trim parts and accessories are like finding a needle in a haystack. Bargains are still available at dealerships, but you need to do your homework. I found a \$200 antenna mast NOS for \$77 and both motor mounts for \$10 and \$15 each. Even the mammoth front valence molding was only \$70. I can only imagine what that item cost new. Just make sure you have the GM part number and most parts managers will be happy to help you.

Used parts are even more of a challenge and are an even taller order because no one cared enough to save many of the 1980's cars. The quality of the cars was so poor, and the value so low, the salvage yards just crushed most of them, making parts even scarcer. To be honest, if our Cimarron weren't such a cream puff, we wouldn't be preserving it and perhaps never would have purchased it in the first place. It truly is a real survivor!

In my opinion, the heyday of this hobby has come and gone, but I believe there will always be people interested in restoring the old classics.





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THE CADILLAC MY FATHER TRIED TO PURCHASE FOR MANY YEARS! STORY & PHOTOS BY DAN RUBY



I remember as a teen in the early 1980s going to look at a 1952 Cadillac Series 6267X that my father, Henry Ruby, wanted to buy. The owner, CLC member Robert Miller, didn't want to sell the car as his father was the original owner who purchased the car new at Capitol Cadillac in Washington, DC. Over the years my father kept in touch asking if it were for sale, and offering any parts that may have been needed. Over and over my father was told, "She's not for sale".



Fast forward to 2014, I was working in a neighborhood that seemed familiar to me. After a few laps around, I found the house with the '52 Cadillac I visited with my father many years before. With a little bit of courage, I knocked and a frail man opened the door. To my amazement, it was Mr. Miller! He invited me in and we talked for a few hours. When I asked if he still had the car, to my surprise, he said he did. The car had 95k miles and was being stored in a makeshift carport in the back yard. Before I left, I made him an offer on the car and was very excited when he uttered the words, "Maybe, let me think about it." I left there feeling optimistic. After waiting about two weeks, I contacted him again. He told me he thought he could get more for the car than my offer. I increased my offer, but he wasn't ready to accept. Months went by and I didn't hear anything.

Meanwhile, I sent my '58 Eldorado Biarritz to Penn Dutch Restoration in Glen Rock, Pennsylvania for some work, and purchased a new vehicle. Then the unexpected happened: I got a call from Mr. Miller! He told me he was ready to sell the car to me. I told him that since I hadn't heard from him, I went ahead and sent my '58 to Pennsylvania to have some work completed, and purchased a new vehicle. To my surprise, he said he would accept my original offer if I could meet him the next day with the money. Well, you better believe, my butt was at the bank the next morning and sitting in his living room that afternoon! Finally the deal was sealed and the car was coming home with me!



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I got the car home and started cleaning and polishing. The car is complete, including a new top that was under all that dirt. All the hydraulic power windows and power seat, and power top too, function perfectly. The AM radio works as well. Original wheels and tires were ordered and installed. Also ordered was a new battery. I got the engine, which was rebuilt about 5,000 miles ago and last started in 2001, running albeit it ran a little rough. It is probably nothing a good tune-up won't handle. Stay tuned for more updates!



Dan's father, Henry Ruby, was the Potomac Region's long-serving Car Show Coordinator. Henry was instrumental in the success of the Region's car shows at Capitol Cadillac until his passing in 2012.





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**CADILLAC ALLANTÉ XLR GRAND NATIONAL
OCTOBER 15-18, 2015
NASHVILLE, TN
STORY & PHOTOS BY SAL CARAVELLO**



If you have to ask what the Allanté XLR Grand National was, you were not there. If you weren't there, you missed one of the biggest Allanté XLR gatherings ever. It was held in Nashville, Tennessee under the direction of Cadillac Allanté XLR Club President John Monzo from New Jersey. In attendance were Allanté club representatives from over 10 states including California, Texas, Georgia, Florida, New Jersey, and Canada. It was put together with the help of members from Florida, New Jersey, Pennsylvania and Canada. It was more than just a car show, but a gathering of Allanté XLR owners that have become friends over dinner and drinks while discussing their common interest and passion for Allantés and XLRs and their families. Some owners did not even bring their cars, but managed to figure out how to be part of this major event that has only occurred once before, fifteen years ago, making this the 2nd Allanté XLR Grand National ever held.



**L to R: John Monzo
and Paula Vopelak,
Events Manager of the
Allanté Atlanta Club**

Putting this event on was not an easy task especially when so many people were coming from all over. People were registering up to the last minute to attend which made planning and reserving events very difficult, but not impossible, especially when Johnny Monzo is involved. He can never say NO and would do anything for the Allanté XLR owners. He bleeds red Allanté, just ask Barbara, his devoted wife.

In addition to the Grand National car show followed by a banquet with trophies and raffle prizes, the participants went sightseeing in Nashville and visited the Jack Daniels facility and the Corvette museum and factory in Kentucky.



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A keepsake book was developed with the help of all the attendees and supporting members. The book funded the open bar for two drinks for everyone at the banquet. A raffle combined with funds from the keepsake totaling \$760 went to the U.S. Marine Corps Toys for Tots this Christmas. What an awesome project and a great reflection of the support and friendship of all the Allanté XLR owners.



There were several different categories for the judging, which was conducted by the owners. There were three major classes:

1. Stock – cars that are the closest to how they were when they came from the factory
2. Custom – cars that had anything added that can be easily removed
3. Modified – cars that had things permanently affixed to their bodies or engine drive systems

The owners were allowed to identify which class they wanted their cars to be judged. The winners are listed below:



Category	Owner / City and State / Car
Best 1987 Allanté – Stock	Dan Fuson, Taylorsville, KY 1987 Pearlescent White Allanté
Best 1989 Allanté – Stock	Mike Hugyo, Waterford, CT 1989 Bright Red Allanté
Best 1990 Allanté – Stock	Sam & Judy Demme, Lebanon, TN 1990 Bright Red Allanté (original owners)
Best 1991 Allanté – Stock	John Sandor, Rocky River, OH 1991 Pearlescent White Allanté
Best 1992 Allanté – Stock	Barry Murante, Jr, Tampa, FL 1992 Burgundy Metallic Allanté
Best 1993 Allanté – Modified	Bill Corn, Duluth, GA 1993 Polo Green Allanté
Best 1993 Allanté – Stock	Sal Caravello, Conway, SC 1993 Verde Flax Allanté
25th Anniversary Award	Sam & Judy Demme, Lebanon, TN 1993 Bright Red Allanté (original owners)
Best XLR	Gizmo Carroll, St Louis, MO 2006 Black XLR
Owners Choice	John Nash, Summerfield, NC 1993 Pearl Flax Allanté
Best of Show	Bill Winkler, Sarasota, FL 1993 Pearl Red Parade Allanté
Kogge Award for Best Stock Allanté	Fred Koontz, Pasadena, MD 1993 Verde Flax Allanté

“Wow” is the only word that can describe this Grand National. Take the time to write yourself a note to attend next year’s show, you won’t be sorry.



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CADDIE CLASSIFIEDS

Cars For Sale



NEW ARRIVAL 1940 Cadillac Fleetwood Series 75 Seven-Passenger Sedan – 47k miles – 346 c.i. / 135 h.p. engine with three speed manual transmission – Excellent show car that has been well maintained – Mechanically and cosmetically sound – Current owner for over 30 years – See picture at <http://www.clcpotomacregion.org/40cadillacforsale.htm> – **Asking \$30,000** – For more info, contact Mike and Sherry at msstauffer4485@gmail.com or 301-371-9193 – Car is located in Frederick, MD



1940 LaSalle Convertible Sedan – Style #5229 – One of only 75 made in the last year of production of LaSalle's (car #51) – Engine sounds great, drives beautifully – Included are a factory set of fender skirts – Current ownership since 2005 – See pictures at <http://www.clcpotomacregion.org/40lasalleforsale.htm> – **Asking \$65,000** – For more info, contact Roger Bentley at 301-924-6331 or airlinebuff2000@yahoo.com – Car is located in Brinklow, MD



1955 Coupe Deville – Current ownership since 2003 – Purchased new in Arizona – Stock 331c.i. / 250 h.p. V-8 engine with hydra-matic 4-speed automatic transmission – Features include power steering, power assist drum brakes, air conditioning, heater and defroster, power windows, power antenna, power two-way front seat, AM signal seeking radio, electric clock, EZ tint glass all around, automatic eye headlight dinner, padded dashboard, electric wipers and washer, radial wide whitewall tires and a matching eight-piece set of Samsonite luggage (a dealer option) – Multi-award winner including 2014 Capitol Cadillac Fall Show Dealer's Choice Award – See pictures at <http://www.clcpotomacregion.org/55cadillacforsale.htm> – **Asking \$35,000** – For more info, contact Roger Bentley at 301-924-6331 or airlinebuff2000@yahoo.com – Car is located in Brinklow, MD



1959 Coupe Deville – Showing 53k miles – Same owner over 15 years – Repainted in original color by previous owner – Original interior – New 2" exhaust in 2013 – Runs and drives great – Cadillac collector downsizing – Just needs a new home and someone to drive and enjoy – See pictures at <http://www.clcpotomacregion.org/59cadillacforsale.htm> – **Asking ~~\$35,000~~ \$30,000** – For more info, contact Joe at 410-658-0153 – Car is located in Rising Sun, MD



1961 Coupe Deville – Showing 70k miles – Same owner over 10 years – Repainted in original color by previous owner – Original interior – Runs and drives great – Receipts available for engine work completed in 2011 – New fuel pump – Cadillac collector downsizing – Just needs a new home and someone to drive and enjoy – See pictures at <http://www.clcpotomacregion.org/61cadillacforsale.htm> – **Asking ~~\$35,000~~ \$25,000** – For more info, contact Joe at 410-658-0153 – Car is located in Rising Sun, MD



1962 Sedan Deville – Showing 72k miles – Same owner over 10 years – Repainted in original color by current owner – Rebuilt carburetor – Original interior – Runs and drives great – Receipts available for miscellaneous work completed – Cadillac collector downsizing – Just needs a new home and someone to drive and enjoy – See pictures at <http://www.clcpotomacregion.org/62cadillacforsale.htm> – **Asking ~~\$26,000~~ \$20,000** – For more info, contact Joe at 410-658-0153 – Car is located in Rising Sun, MD



Cadillac & LaSalle Club

Potomac Region

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1962 Series 62 Coupe – Last titled in 1985 – Engine locked-up – Good candidate for restoration or parts car – Cadillac collector downsizing – See pictures at <http://www.clcpotomacregion.org/62cadillac2forsale.htm> – **Asking ~~\$4,500~~ \$2,500** – For more information, contact Joe at 410-658-0153 – Car is located in Rising Sun, MD



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



1964 Series 62 Sedan – 60k original miles – Same owner for over 39 years – Mostly everything mechanically has been rebuilt or replaced – Repainted original color – New brake pads, hoses and wheel cylinders – Interior redone in original material – Runs and drives great – Receipts available for work completed – Cadillac collector downsizing – Just needs a new home and someone to drive and enjoy – See pictures at <http://www.clcpotomacregion.org/62cadillacforsale.htm> – **Asking ~~\$28,000~~ \$20,000** – For more info, contact Joe at 410-658-0153 – Car is located in Rising Sun, MD



1979 Eldorado Biarritz – Just in time for the Holidays! – 73,500 miles – Top of the line model – Cabriolet roof, brushed stainless steel roof section and decorative trim – Original V-8, 350 c.i. engine in great condition – Recently replaced idle sensor, exhaust, trunk motor and running lights – 204.5" body – Original paint and interior in excellent condition – A/C and heater need repair – Bought from a collector – Cleaned by hand weekly – See pictures at <http://www.clcpotomacregion.org/79cadillac2forsale.htm> – **Asking \$5,500** – For more info, contact Peter at 202-441-5340 or peter.colohan@gmail.com – Car is located in Kalorama in Northwest Washington, DC



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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1993 Allanté – Only 53k miles – Two-owners of this Texas, no rust car – Always stored under cover – Very rare factory/dealer GOLD KEY package that accentuates the nearly perfect red paint with gold clad radiator wreath – Pininfarina script and crest on front fenders and Cadillac and Allanté script on tail lamps – Wreath and crest on center caps of chrome wheels – 295 horsepower North Star DOHC 4.6L V-8 engine runs smoothly for casual and high speed driving – Normal CD and "service ride control" problem (no, the shocks are NOT leaking)! – Beige seats are in perfect condition and it has NEW correct style carpet throughout – Upgraded air conditioner system with R134 and convertible top adjusted to original factory specs by Cadillac dealer – Recently replaced battery – Top of the dashboard has some stains from a previous a/c issue – Tires have approximately 7,500 miles – Both rear deck boot extension caps that are used when the convertible top is down are included (often these are missing) – Original owner's manual, gold keys and maintenance receipts included – Current inspection and license plate are on car – Buyer is responsible for taking delivery of the car at Spring, TX – Assistance in loading will be provided or you can hop in and happily drive it to either coast – I have two of these cars (other one is Polo Green with slightly more miles): take both and get a package deal! – See pictures at <http://www.clcpotomacregion.org/93cadillac2forsale.htm> – **Asking \$13,500** – For more info, contact Paul Fellencer at lrc@pbfrealty.com or 281-528-6291 – Car is located in Spring, TX



1993 Allanté – Only 60k miles on this Polo Green convertible – Two-owners of this Texas, no rust car – Always stored under cover – Vogue spoke wheels with approximately 5,000 miles wear on the tires – Car performs nicely for local and high speed on the freeways – Frequently driven for commute to work, but now it is an extra car and needs an enthusiastic owner! – Has the normal CD and digital tachometer issues along with the "service ride control" message, (the shocks are NOT leaking)! – Beige seats and carpets are in good condition – Top is original and is showing wear as is the top of the dashboard – Recent work includes replacing the fuel pump, fuel filter, plugs, catalytic converter and exhaust pipe – Local Cadillac dealership upgraded the air conditioning system and replaced the heating module – Original owner's manual and original keys are included along with the receipts from original owner – Both rear deck lid boot extension caps that are used when the convertible top is down are included (often these are missing) – Current inspection and license plate are on the car – Buyer is responsible for taking delivery of the car at Spring, TX – Assistance in loading will be provided or you can hop in and happily drive it to either coast – I have two of these cars (the other is red with less miles): take both and get a package deal! – See pictures at <http://www.clcpotomacregion.org/93cadillac3forsale.htm> – **Asking \$8,395** – For more info, contact Paul Fellencer at lrc@pbfrealty.com or 281-528-6291 – Car is located in Spring, TX



Carlisle Customs & Classics
Creating the Car of Your Dreams... Is Our Reality

717-258-1313

carlislecustomsandclassics@gmail.com
<http://www.carlislecustomsandclassics.com/>



1993-1996 Cadillac Fleetwood spear moldings
(made in the U.S.A. out of stainless steel)

\$150 each or \$550 for the set of four

Cory Kulibert

920-210-2225 (Cell)

corykulibert@att.net

<http://coryscadillacpartsusa.weebly.com/>



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