



Cadillac & LaSalle Club Potomac Region Caddie Chronicle October 2016



DIRECTOR'S MESSAGE BY VINCE TALIANO

2016 OFFICERS:

REGIONAL DIRECTOR
NEWSLETTER EDITOR
WEBSITE MANAGER
VINCE TALIANO

ASSISTANT REGIONAL DIRECTOR
CAR SHOW COORDINATOR
SUMMER PICNIC HOST
DAN RUBY

NATIONAL DIRECTOR
NEWSLETTER COLUMNIST
JACK MCCLAW

SECRETARY
ASSOCIATE NEWSLETTER EDITOR
SANDY KEMPER

TREASURER
HARRY SCOTT

ACTIVITIES DIRECTOR
NEWSLETTER COLUMNIST
R. SCOT MINESINGER

MEMBERSHIP DIRECTORS
CENTRAL VA REGION LIAISONS
NEWSLETTER COLUMNISTS
CHUCK & DEBBIE PIEL

OTHER KEY POSITIONS:

AUTOMOBILIA AUCTIONEER
GEORGE BOXLEY

NEWSLETTER COLUMNIST
RITA BIAL-BOXLEY

NEWSLETTER COLUMNIST
CHRIS CUMMINGS

PHOTOGRAPHER
RANDY EDISON

AUTOMOBILIA AUCTIONEER
DERRICK FISHER

NEWSLETTER COLUMNIST
VALLEY FORGE REGION LIAISON
LYNN GARDNER

NEWSLETTER COLUMNIST
JIM GOVONI

CAR SHOW SPONSOR AND HOST
DANIEL JOBE & CAPITOL CADILLAC

NEWSLETTER COLUMNIST
TOM MCQUEEN

HONORARY MEMBER
NEWSLETTER COLUMNIST
VERN PARKER

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

Special thanks to Larry Kolb at Cars On Line for plugging our **Celebrating the 75th Anniversary of the 1941 Cadillac** event in the

September 15th issue of their Collector Car Newsletter. View the issue at <http://www.cars-on-line.com/2016/sep-15.html>.



To help promote the event, this issue includes two great articles on 1941 Cadillacs. The first one was written by Richard Sills, who shares his memories of the two 1941 Cadillacs that he once owned. The second one was written by Vern Parker on Bill Thomas' 1941 Cadillac that will be at our show.

If you plan to attend the show, please send us your pre-registration form, especially if you are a 1941 Cadillac owner. The '41 owners who pre-register will receive a special certificate of appreciation for participating. Pre-registering saves owners \$5 per car and saves the volunteers' time on the day-of-the-show.

Speaking of volunteers, they are needed to help with the show arrangements, including day-of-show tasks related to set-up, registration, parking, automobilia auction, tabulation, and clean-up. If you are interested in volunteering, please let me know. Also, we plan to hold a silent auction at the show. Please keep us in mind if you have any automobile-related items you would like to donate to the club.

This issue also includes a story on the recent 50th Anniversary of Star Trek, The Original Series. You may be asking yourself what does that have to do with Cadillac. You'll see when you get to page 8. Live long and prosper!

Our condolences go out to the family of Charles Harbaugh, a long-time Cadillac & LaSalle Club member who recently passed away at the age of 93. Charles was a veteran of WW II having served as a pilot for the 87th Squadron. Thanks to Mr. Harbaugh for his service to our country.

Vince Taliano



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

October 2016



SEPTEMBER 28, 2016 MEETING MINUTES **BY SANDY KEMPER**

PLACE: Capitol Cadillac, Greenbelt, MD

TIME: 7:30 pm

PRESIDING: Sandy Kemper, Secretary

ATTENDANCE: Bill Anderson; Chris Cummings; Hans Decker; Randy & Susan Denchfield; Franklin Gage, Lynn Gardner, Jeff Gurski & his guest, Harold Blevins; Bill Hilliard; Daniel Jobe; Larry Lane; Willis Lewis; Jack McClow; Mary Moscati; Chuck Piel; Ron Renoff; Harry Scott and Christopher Winter

DIRECTOR'S REMARKS: Sandy thanked everyone for attending, thanked Daniel Jobe for hosting the meeting at his dealership and thanked Jack McClow and Franklin Gage for their help with the food and beverages. Sandy announced that we would not be holding any car shows next year because of our Region's involvement as co-hosts of the CLC GN2017. Both of our annual car shows require much planning and work. We believe that it's more important to devote our time & efforts to produce a great Grand National.

SECRETARY'S REPORT: The Minutes from the June 2016 meeting were not read since they were published and distributed to all members in the July 2016 newsletter.

TREASURER'S REPORT: The Treasurer's Report covered the time period from the June meeting to date. The Region's income was \$300.57, mostly from Fall Car Show registrations. The total expenses for the same time period were \$1,673.65, mainly from the AACA Museum donation, the food at the picnic and the Fall Show dash plaques.

MEMBERSHIP REPORT: Our current 2016 membership total is 189 members. Welcome to our newest member: Michael J. Kerwin of Laurel, MD, who recently purchased a 1984 Eldorado Biarritz convertible. 2017 membership renewal forms will be U.S. mailed in early October.

ACTIVITIES REPORT: The following activities were discussed:

1. Recent Events:

- **Annual Picnic.** Thanks to Dan & JoJo Ruby for hosting the club's annual picnic at their home in Owings, MD on August 20. An article with pictures appeared in the September newsletter. The picnic replaced the August region meeting.
- **CLC Valley Forge Region, Annual Fall Car Show, Lahaska, PA, Sep 11.** PR member & VFR liaison Lynn Gardner participated in this show and provided photos for an upcoming newsletter. He described the VFR shows and encouraged PR members to attend.
- **Miss America Pageant Parade, Atlantic City, NJ, Sep 11.** Randy Denchfield had two cars, including his 1964 El Dorado and his 1976 El Dorado, carrying pageant contestants in the parade on the boardwalk. Chuck Piel also participated with his 1967 Convertible.
- **41st Annual Edgar Rohr Memorial Antique Car Meet, Manassas Museum, Manassas, VA, Sep 17.** Franklin Gage reported that there were 156 cars in attendance (same as last year, he noted). Among the Cadillacs in the show, owned by Lynn Gardner, Randy Edison and Tom Murphy, was Harry Scott's 1937 Series 75 Convertible Sedan, which won the Directors' Choice Award.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle October 2016



2. Upcoming PR Events:

- **City of Rockville Antique & Classic Car Show, Rockville Civic Center, Rockville, MD, Sat, Oct 15.** Our club is one of the sponsoring car clubs and everyone's participation is encouraged to get a lot of Cadillacs and LaSalle's on the show field. Note that day of the show registration and the show field is open for show cars from 8:30 am – 11:00 am. Registration must close by 11:00 am for safety reasons because the car show field opens to the viewing public.
- **Annual Fall Show, Capitol Cadillac, Greenbelt, MD, Sun, Oct 23, 9:00 am – 3:00 pm.** The theme of the show is ***Celebrating the 75th Anniversary of the 1941 Cadillac***. The show flyer was published in the August newsletter. Appeals have been made to owners of 1941 Cadillacs throughout the Mid-Atlantic States to participate in the show. In addition, an email was sent to the entire CLC membership by CLC Webmaster Peter Gariepy. The 1941 owners who pre-register will receive a special certificate of appreciation for participating. As of Sept 24th five (5) 1941 Cadillacs have pre-registered.
- **Fall Wine Driving Tour.** This was postponed from Sept 18. A new date is under consideration, possibly Sun, Oct 16 or Oct 30. Look for details to be announced soon.

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

- **58th Annual Antique Auto Assembly, Armed Forces Retirement Home, Washington, DC, Sun, Oct 2, 8:00 am – 12:30 pm.** This show is popular for several of our members mostly because the residents of the Armed Force Home are so appreciative of the cars, and the views of Washington from the grounds are splendid.
- **AACA Eastern Division Fall Meet at Hershey, PA, Wed-Sat, Oct 5-8.** The CLC tent will be located in the same spaces as last year, C4P 24-26, in the North Chocolate Field of the Flea Market. Rob Robison is looking for volunteers to assist in the tent. The work is fun and rewarding, not to mention an excuse to rest one's feet. There will be three 2½ hour shifts each day, from 9:00 am to 4:30 pm on Wednesday through Friday. In addition, Rob could use help on set-up day, Tuesday, Oct 4th. Usually each shift is staffed with three volunteers as the tent can get busy at times. The work comprises being a "greeter," replenishing refreshments and collecting payments for membership applications, renewals and sales of merchandise.

To view more events, visit <http://www.clcpotomacregion.org/eventslisting.htm>.

GRAND NATIONAL 2017:

- A Grand National Planning Meeting was held on Saturday, August 13th at the host hotel (Hilton Tysons). The minutes were published in the September newsletter. Sandy provided a current update from a 9/25/2016 email sent by GN Chair Ronnie Hux. Based on estimates, the GN attendance could be well over 1,000 people. The registration forms will be printed in the January issue of ***The Self-Starter***. Everyone planning to participate, particularly those wanting to enter their cars, should register immediately upon receipt of the magazine. The show field will be limited to 435 cars.



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

October 2016



- A driving tour will be provided for GN attendees on the Tuesday of the GN week. Tom McQueen and Sandy Kemper have developed an outline of the route and itinerary. The Region's 2016 Fall Driving Tour may test a portion of the driving route being considered.

NEW BUSINESS:

- Franklin Gage described the new Maryland law regarding Historic Motor Vehicles which changes how such vehicles can be legally operated in Maryland. Also he described some of negotiations in the legislature as the bill was being considered.
- Sandy informed everyone about the PR officer elections for the term 2016-17 and noted that the nomination form will be distributed to all members soon. All members should consider nominating themselves or other members to serve as a region officer. He announced that the nominations will be closed at the October meeting, the election ballot will be published in the November newsletter and that a vote for the election of officers will take place in November, most likely at the November Region meeting.

CLC NATIONAL NEWS:

- CLC Chief Judge Bill Anderson reminded everyone about the Judges Workshop to be held on Saturday, November 19, 2016; from 8:30 am to 5:00 pm in Teaneck, New Jersey. The fee is \$45 to cover the cost of lunch, refreshments and judging materials. This Workshop is being conducted for the CLC Northeastern and Southeastern Regions to prepare judges for the 2017 Grand National. Any CLC member is welcome to register. The Workshop is necessary for CLC judges to attend; however it's valuable also for those who expect to enter their car in GN's or judged CLC meets to understand the judging criteria.
- CLC Treasurer and CLC-PR National Director Jack McClow, with assistance from Bill Anderson, provided a summary of the CLC Board of Directors meeting held last week in Kalamazoo, MI in conjunction with the CLC - MRC's 2016 Cadillac Fall Festival at the Gilmore Car Museum in Hickory Corners, MI. Jack explained that starting next year there will be a post card insert in ***The Self-Starter*** that CLC members will have to submit to receive the CLC's Annual Membership Directory. This "opt-in" procedure will replace the automatic mailing of the Directory to all members. Jack also reported that the CLC has appointed three members to positions. To support the CLC's management of GN meets starting in 2018, a new GN Treasurer will be Dan Cress. The other positions are: Director of Marketing & Public Relations will be DR Rawson. And Chuck Swanson will be VP, Information Technology.
- Bill described some of the highlights at the Fall Festival, including the "burning of the mortgage" for the CLC-MRC building.

GENERAL INFORMATION:

- Daniel Jobe provided a brief preview of what new models Cadillac may be producing in the coming years and Cadillac's new efforts to compete in the luxury car marketplace.
- Regarding our car shows, Daniel asked the club to think about and suggest ideas to improve our shows and to increase participation and attendance.

NEXT MEETING: Monday, October 17th at the Silver Diner in Merrifield, VA, 7:30 pm – 9:00 pm

ADJOURNMENT: Meeting adjourned at 9:20 pm.



**Cadillac & LaSalle Club
Potomac Region
Caddie Chronicle
October 2016**



Celebrating the 75th Anniversary of the 1941 Cadillac

Sunday October 23, 2016

Car Registration: 9:00 am – 12:00 am

Show Hours: 9:00 am – 3:00 pm

Capitol Cadillac

6500 Capitol Drive

Greenbelt, MD 20770

Phone: 301-441-9600

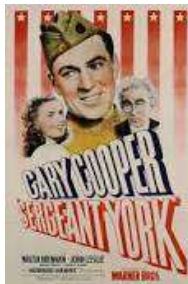
www.ecapitol.com



Following in the tradition of celebrating a theme at the Annual Fall Car Show at Capitol Cadillac, the 2016 theme is **Celebrating the 75th Anniversary of the 1941 Cadillac**. Along with 1976 Cadillacs, 1941 Cadillacs are the most owned Cadillacs in the Cadillac & LaSalle Club.

Every 1941 Cadillac owner is encouraged to attend this very special show. To celebrate the event, each 1941 Cadillac owner who pre-registers will receive a framed certificate of appreciation for participating. It is time for the 1941 Cadillac owners to take their place alongside the **V-12 / V-16, Eldorado, LaSalle, Fleetwood, Deville, Professional, Modified and Capitol Cadillac Alumni car owners** who

have been featured at previous CLC Potomac Region theme-related fall car shows.





Cadillac & LaSalle Club Potomac Region Caddie Chronicle October 2016



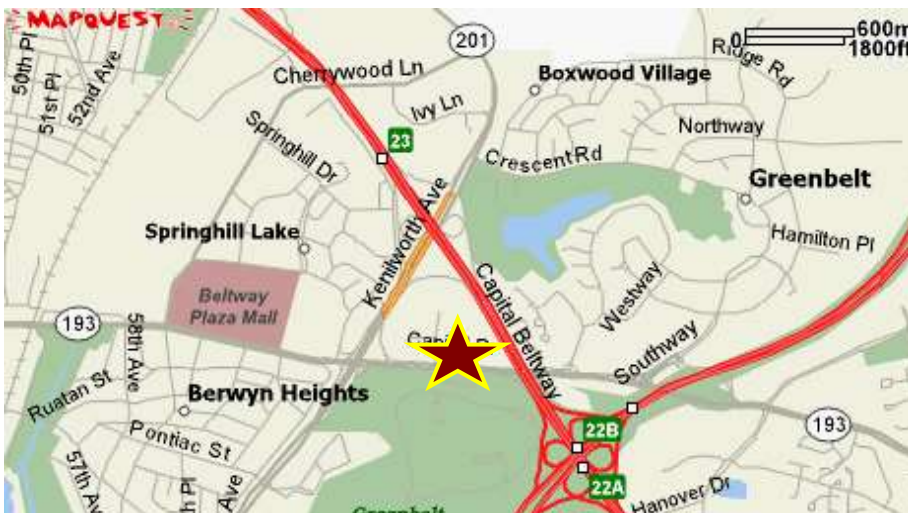
CLASS	CLASS DESCRIPTION
Class A:	1941 Cadillac (closed cars)
Class B:	1941 Cadillac (open cars)
Class C:	1902 – 1942 Cadillac or LaSalle (except 1941 Cadillac)
Class D:	1946 – 1958 Cadillac
Class E:	1959 – 1964 Cadillac
Class F:	1965 – 1970 Cadillac
Class G:	1971 – 1976 Cadillac
Class H:	1977 – 1986 Cadillac
Class I:	1987 – 1996 Cadillac
Class J:	1997 – Current Cadillac
Class K:	Professional Vehicles
Class L:	Modified Vehicles

The peer judging will be done by the owners of the vehicles registered. They will be able to judge cars in all classes, including their own. Awards will be given to winning vehicles in each class, **including two special classes for the 1941 Cadillacs**. In addition, there will be awards for Best of Show, Best Pre-War, Best Post-War (early), Best Pre-War (late) Dealer's Choice, Ladies' Choice, Mayor's Choice, Young Judges' Choice and Long Distance.



Capitol Cadillac is minutes away from hotels including a Hilton Garden Inn and Courtyard by Marriott. A dinner will be held at a nearby restaurant the night before the show for out-of-town attendees.

For more information, contact Dan Ruby, Car Show Coordinator, at 301-343-1463 or danruby@clcpotomacregion.org.





Cadillac & LaSalle Club Potomac Region Caddie Chronicle October 2016



Local Directions

From Capital Beltway (I-495/95)

- Use Exit 23 - Kenilworth Avenue Rte 201, proceed South on Kenilworth Avenue to first exit - Greenbelt Road, Route 193
- At light, proceed East on Greenbelt Road - Rte 193 (left)
- At traffic light make left onto Walker Drive (**TGI Friday's** Restaurant on corner)
- Make an immediate right onto Capitol Drive (Dealership is on your left)

From Baltimore-Washington Parkway (Route 295)

- Use Exit for Route 193 (Greenbelt Road)
- Proceed West on Route 193 - Greenbelt Road
- Make first right after underpass onto Capitol Drive (Dealership is on your right)

Car Show Rules

- **Rain or Shine:** The car show will take place rain or shine. No refunds.
- **Safety:** If a vehicle has fluid drips or leaks, the owner must bring absorbent material or drip pans to avoid slippery conditions and to protect the showroom floor or show field parking lot. **The Potomac Region reserves the right to prevent any cars with excessive fluid leaks from entering the show field.** It is recommended that a working fire extinguisher be in every vehicle.
- **Judging / Parking Rules:** The Potomac Region reserves the right 1) to determine each vehicle's judging class and 2) each vehicle's placement in the show field. **There will be no parking on the grassy areas whatsoever, due to sprinkler heads and possible rut damage.** Vehicles will be peer judged by the individual owners of the registered cars. Registrants will be able to judge vehicles in all classes, including their own. 1st, 2nd and 3rd place awards will be given to winning vehicles in each class.
- **Lunch Tickets:** Each registered car owner will receive one free lunch ticket. The lunch ticket will entitle the person to receive the following from **Red, Hot & Blue BBQ**, who will be serving food:
 - 1) One Beef, Chicken or Pork Sandwich
 - 2) One side order of Beans or Potato Salad and Cole Slaw
 - 3) One drink including bottle water
 Anyone without a lunch ticket will pay Red, Hot & Blue directly at the time of their purchase.

Registration Form

Make checks payable to **CLC Potomac Region** and mail with completed registration form to:
Harry Scott, Treasurer
14421 Aden Road
Nokesville, VA 20181-3122

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Vehicle Registration Fee: (Up to Oct 16th: \$15/per car - After Oct 16th: \$20/per car)

Circle Make: CAD LAS Model: _____ Year: _____ Class: _____

Circle Make: CAD LAS Model: _____ Year: _____ Class: _____

Circle Make: CAD LAS Model: _____ Year: _____ Class: _____

Check box if you want your vehicle(s) Display Only

Visit us on the web!
www.clcpotomacregion.org



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

October 2016



STAR TREK CADILLAC
STORY BY VINCE TALIANO
PHOTOS COURTESY OF CBS

September 8, 2016 marked the 50th Anniversary of the airing of the first Star Trek episode, "The Man Trap." One of my favorite episodes of the original series was titled, "A Piece of the Action." It originally aired on January 12, 1968 and featured a culture patterned after Chicago's gangland society of the 1920s. In the episode, Captain Kirk, Dr. McCoy and Mr. Spock transport to the planet to investigate. While there, Kirk and Spock commandeer a V-12 Cadillac in an attempt to drive over to a rival gang's headquarters. Here is the dialogue between Captain Kirk and Mr. Spock as they try to figure out how to drive the car.



KIRK: Wheels, Mister Spock.

SPOCK: A flibber, Captain.

KIRK: Key in the ignition. Turn the ignition on. And nothing happens. Where's the starter? There's the starter. Yes!

SPOCK: Interesting.

KIRK: (pushing the gear lever and making grinding noises) Oops! Gears.

SPOCK: Yes. Oh. I believe they had a device known as a clutch. Clutch, Captain. Perhaps one of those pedals on the floor.

KIRK: (puts it quietly into gear) I kind of like this. I may get one myself. (He lets up the clutch, and they go backwards. The car kangaroos elegantly down the street and somehow makes it to JoJo Krako's place.)





Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

October 2016



After arriving at the rival gang's headquarters, here is the dialogue between Kirk and Spock.

SPOCK: Captain, you are an excellent starship commander, but as a taxi driver you leave much to be desired.

KIRK: It was that bad? (They get out and note the guards at the main entrance).

Here is the dialogue as they leave the headquarters.

(Kirk and Spoke run towards the car.)

SPOCK: Must we?

KIRK: It's faster than walking.

SPOCK: But not as safe.

KIRK: Are you afraid of cars?

SPOCK: Not at all, Captain. It's your driving that alarms me.

KIRK: Spock, I've got the hang of it. Now go on.

(The machine guns are still where Spock left them in the open top car, and Kirk still puts it into reverse first.)

As far as I know, this episode represents the only time during the original series that a member of the crew drove any kind of Earth vehicle and it was a Cadillac, ***The Standard of The World*** and ***The Final Frontier***. Happy 50th Anniversary, Star Trek.





Cadillac & LaSalle Club Potomac Region Caddie Chronicle October 2016



**THE 40TH ANNIVERSARY PROFESSIONAL CAR SOCIETY (PCS)
INTERNATIONAL MEET IN GETTYSBURG, PA
STORY BY BEE HAMLIN
PHOTOS BY STEVE LICHTMAN AND GREGG MERKSAMER**

From August 15-20, history at Gettysburg was made again with the PCS charging into town. The weather cooperated, allowing rain only at the end of, or after, the daily activities. It was a very-well-attended PCS 40th anniversary blockbuster, one of our largest! Over 100 professional cars were on the field at the Saturday concours, with a few additional drop-bys during the week.



**M.A.C. PCS member Ken McCoy's two firsts—I. to r.:
1972 M-M Cadillac Eterna combination & 1968 Superior
Pontiac Consort hearse (alongside his 1966 Consort recently
purchased from Bill Wright)**

The Mid-Atlantic Chapter (M.A.C.) local members present were: William Alexander; George & Bee Hamlin, displaying a 1962 Studebaker Ambulet & 1953 Henney Packard ambulance; Steve Lichtman (with five trophy-winning ambulances – see page 11 for full list); Jim & Eula McKay, showing their 1962 Eureka Cadillac hearse; Harry & Janet Foor; and Ken & Vanessa McCoy with their two award-winning professional cars. Other M.A.C. members there included: Brady Smith with his 1959 Superior Crown Royale Cadillac landaulet hearse award winner; Darren Bedford displaying his 1962 Miller-Meteor (M-M) Cadillac Futura landau hearse; Rick Duffy, bringing & showing two cars; Gregg Merksamer; and Wayne & Eileen Schoenecker, displaying a 1800s-vintage horse-drawn hearse.

It was exciting that PCS's milestone 40th anniversary was held in Gettysburg— almost in the middle of our Chapter's geographic area. Four Chapters in the region worked cooperatively for almost three years to bring the meet together for your enjoyment. Hope you were able to come experience this special gathering! Kudos to the Co-Chairmen of the Meet—John Ehmer and Bill Marcy—for their excellent leadership and guidance.



**M.A.C. PCS member Brady Smith's first
place winner —1959 Superior
Crown Royale Cadillac landaulet hearse**



Cadillac & LaSalle Club Potomac Region Caddie Chronicle October 2016



M.A.C. PCS Second Place Winners: all five of these professional ambulances were brought one-by-one by owner Steve Lichtman of M.A.C., lined up on the field from oldest to youngest, and each won a Second Place Award—I. to r.: 1953 Henney Packard; 1954 Studebaker Ambulet; 1960 Flexible Buick Premier; 1964 Superior Pontiac Rescuer; and 1970 M-M Cadillac Volunteer.



M.A.C. PCS member and Third Place Winner Rick Duffy brought and showed his 1964 M-M Cadillac Classic 42 ambulance with co-owner Frank Marasco



M.A.C. PCS members bringing their cars to Gettysburg included long-time members Jim & Eula McKay showing their 1962 Eureka Cadillac 3-way hearse at the concours Saturday



M.A.C. PCS member Darren Bedford, driving his 1962 M-M Cadillac Futura landau hearse



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

October 2016



A TALE OF TWO '41 CADILLACS
BY RICHARD SILLS
ORIGINALLY PUBLISHED IN THE 2016 SPRING / SUMMER
ISSUE OF THE WINGED GODDESS

1941 Cadillac 6219 – Gunmetal Gray
Ownership: 1966-1969

Many car enthusiasts fondly remember their first car. A car represented freedom, mobility and independence. But what about your first antique car? That was a car you bought simply because you appreciated it -- not because you needed transportation, or a way to go out on dates, or a way to expand your horizons beyond your parents' home.



I always loved old cars, but like any teenager, my immediate need was a way to get around. My first three cars were Fords, but in 1965, when I was 20 years old, I "traded up" to a 1964 Pontiac Bonneville convertible. That, for me, was "living large", especially because I was a college student with very limited means. But I still had an insatiable attraction to antique cars, and was always on the lookout for interesting examples of our automotive past. I visited all the car museums I could find, including the "Roaring 20s" Museum in New Jersey, and Gene Zimmerman's Automobilaroma in Harrisburg, PA. I subscribed to **Hemmings Motor News**, which then had two sections: Fords and Non-Fords.

One day in 1966, while walking back to my apartment on the University of Pennsylvania campus after class, I came across a very interesting old car parked on the street with a "for sale" sign. It was a 1941 Cadillac Series 62 sedan with New York license plates. It showed a recent repaint in the original color of Gunmetal Gray, and was otherwise in very nice original condition. It had a 3-speed manual transmission, and the seats were covered with old-fashioned woven seat covers that looked like they may have been installed when the car was new. The large chrome goddess on the hood was particularly intriguing. The sign detailed the recent mechanical work that was done, and gave the owner's name and phone number, together with the asking price: \$495. My initial reaction was that the price was prohibitive -- and after all, I didn't need another car.

Weeks passed, and the car was still there, and still for sale. Finally I called the phone number, and spoke with the Cadillac's owner. John was a graduate student from Wappingers Falls, New York, and told me quite a bit about the car's maintenance history. I made an appointment to come see the car and drive it. It was every bit as nice as it appeared. I told John I was interested, but had only \$225 that I could afford to spend. He accepted, and I became a Cadillac owner. The next step was to register and insure the car. New York, where the car was registered, was a non-title state, so the transfer of ownership was accomplished by John signing over his New York registration. I sent it in to Pennsylvania to obtain a title in my name, and one of the requirements was to trace the car's VIN number. The New York registration showed a VIN of 416219. I quickly found the data plate on the firewall with this number on it, traced it, and sent it in.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle October 2016



Apparently Pennsylvania was a little bit sharper about VIN numbers -- perhaps there were some AACA Hershey Region members working for the state at that time. The state informed me that the correct VIN for the car should be a seven-digit number starting with "8". I learned then that every single Series 62 4-door sedan built by Cadillac that year had a data plate that showed "41 6219", because "41" was the year and "6219" was the model number. After doing some research to see where the VIN could be found, and with the aid of a flashlight, I found the VIN in a difficult-to-reach spot. Using a broken-off pencil stub because the area was so awkward to reach, I traced the correct VIN and sent it in to the state. I received my title and a Pennsylvania purple antique license plate # F223, and I insured the car with a local firm called J.C. Taylor, who advertised antique car insurance.

One concern I had was the reaction of my parents if they ever learned that I had "wasted" such a large sum of money (even though it was my own) on a frivolous and completely unnecessary expenditure. Disapproval would have been an understatement, had they found out about this extravagance. So I registered the car at a friend's address, and I obtained a garage at an apartment complex in a close-in suburban neighborhood for the sum of \$8 per month. That way, when I wanted to drive my antique car, I could leave my Bonneville in that garage and drive the '41 Cadillac, and switch cars at the end.

I had joined the AACA at that point, and was anxious to register my car for the next fall Hershey meet. When I inquired at the AACA office as to how to accomplish this, the gentleman I spoke to asked me what kind of car I had, and I told him. He said, "Son, a 1941 Cadillac is not an

OFFICERS AND EDITORS IN THE CADILLAC-LASALLE CLUB							
YEAR	PRESIDENT	EXECUTIVE VICE PRES.	REGIONAL VICE PRES.	TREASURER	CORRESPONDING SECRETARY	MEMBERSHIP SECRETARY	EDITOR
1958	L.P. BOLAND	-----	K.R. BALDWIN	A.L. SACKETT	N.F. UHLIR	B. BALDWIN	K.R. BALDWIN
1959	"	-----	"	"	"	"	A. UHLIR
1960	A.J. ANDERSON	A.N. RODWAY	"	"	"	"	"
1961	"	"	H.L. MOORE	"	"	W.R. TITE	"
1962	N.F. UHLIR	C.D. HOUSTON	W.R. TITE	"	A. UHLIR	D. TITE	"
1963	"	H.D. BROWN	D.J. HARRELSON	"	J. BAYSINGER	W.R. TITE	"
1964	"	-----	-----	"	W.R. TITE	A. UHLIR	"
1965	"	-----	-----	"	"	"	"
1966	"	D.R. HOLLS	J.H. CURRIE	"	"	"	"
1967	"	"	"	"	"	"	"
1968	"	"	"	"	"	"	"
1969	"	"	"	"	"	M.L. EVANS	"

antique car; it's just a good used car. Park it across the road, and come and enjoy the show." Somehow -- and I can't remember how -- I learned about the Cadillac LaSalle Club. Fortunately, the CLC recognized cars built through 1942, so my car barely met the age cut-off for recognition. I joined the CLC and began receiving **The Self-Starters**, which I read from cover to cover each time one arrived in the mail. The return address was "Lost Tree Way", which was the home of CLC President Norm Uhlir. Norm's wife Agnes served as Editor of **The Self-Starters** at that time (see list above -- please note that the C.D. Houston who served as Executive Vice President in 1962 was Doug Houston. He passed away earlier this year and his estate recently auctioned his collection of cars and parts including three 1941 Cadillacs).



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

October 2016



Belonging to an antique car club then was very different from what it is today. There was no internet, and no e-mail, so everything you knew about the Club came from its publications. There was no local Region to join -- the Valley Forge Region did not yet exist -- so connections with other Club members were formed by making telephone calls and writing letters. My good friend and college roommate Paul Sevag (CLC #4023) fully shared my passion for old cars, and we went to quite a few shows together -- and still do.

Our mutual friend Gary Anderson (CLC #985) also lived in Philadelphia, and was a great Cadillac enthusiast and a CLC member. I met John Linhardt (CLC #1294) through his ads in **The Self- Starter**, and drove to his garage in New York in order to obtain some trim parts I needed. But the kind of regular local club meetings, shows and tours we take for granted today did not exist in most places then.

Owning the 1941 Cadillac was just a great experience. One interesting feature was that the radio had the "call letters" of a radio station below each push-button setting. I identified them as Boston radio stations. When cleaning out the interior of the car one day, I found an old registration beneath the front seat, indicating that the car had been owned by someone named E. C. Cornforth from Rhode Island. I don't remember the city, and never learned whether Mr. Cornforth was the original owner. But it made sense that a car sold new in Rhode Island would have the radio buttons set to Boston stations.

Another interesting feature was the way you opened the hood, by lifting the exquisite goddess I learned to do it carefully so as not to put too much stress on the pot metal. Similarly, the gas tank filler was concealed beneath the left taillight, which avoided any interruption to the car's beautifully styled rear fenders. From driving this car, I learned that a prewar car could be very enjoyable to drive, even on "modern" highways. The car handled well, performed smoothly, and had enough power to get a speeding ticket on any road, even the interstate highways of 1967. I enjoyed the car for several years, going to occasional local shows including Macungie and New Hope. But time went by, and shortly before graduation from law school in 1969, I accepted a position that would require a move to the Washington, D.C. area. No longer would an \$8-per-month garage be available, and I knew that my D.C. residence would be an apartment with no room for extra cars. (Although the Potomac Region was being started about that time in the D.C. area, I did not learn of it until several years later.) Reluctantly, I advertised the car for sale -- as I recall, in **Hemmings, Cars & Parts**, and **The Self- Starter**. I had made some cosmetic improvements to the car, so I thought a fair asking price would be \$495. Apparently no one else considered this price attractive, as I had no takers. As my deadline grew closer to relocate to Washington, I sold the car to Gary Anderson for \$300. Gary owned the car for about fifteen years before reselling it, and I do not know where it is today.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle October 2016



1941 Cadillac 6219D - Fairoaks Green and El Centro Green Ownership: 1985-1991

By the 1980s, I owned a building with two partners in St. Mary's County, Maryland. A portion of this building was devoted to housing my antique car collection. I had become good friends with Jeff Gast, who, along with his parents, owned Gast Classic Motorcars, an antique car museum and dealership in Strasburg, Pennsylvania. When Jeff told me that they had acquired a 1941 Cadillac sedan, in extremely original condition except for one repaint, I was anxious to see it. It was a very sharp car – this time a model 6219D, which meant that it was a Deluxe version of the car I had owned earlier. The Deluxe model featured an upgraded interior, and rear fender skirts with a large circular Cadillac insignia.



This particular car had special eye appeal with its two-tone paint job -- El Centro Green body, with a lighter Fairoaks Green roof, separated by a fine silver "coach line" -- and a large chrome spotlight on the driver's doorpost, wide whitewall tires, and a feature that was very unusual for 1941: external running boards. After doing a little research I learned that external runningboards were a no extra-cost option in 1941 (pictured right as CODE M – N.C. No Charge). Very few buyers specified them, because they looked old-fashioned by 1941. I speculated that the car was bought new by an older person who was used to an earlier '30s car with running boards, and was more concerned with the convenience they offered than following the latest style trend. Noting the absence of the black rubberized stone shields on the rear fenders, I first wondered whether they had been left off when the car was repainted. But I learned that they were deleted by the factory when external running boards were ordered. Presumably there was no functional need for the stone shields on the fenders if the car had external running boards.

1941 ACCESSORIES AND OPTIONS		
by Carl L. Steig		
1941 found Cadillac offering a nice variety of accessories and options. Some items that were standard on the more expensive series were offered at extra cost on the less expensive series. Accessory groups were pushed. There are a number of idiosyncrasies in the accessory information and pictures. Heaters are shown on a "41 La Salle", the radio is shown both correctly and incorrectly, etc. Some items were not very popular. By mid-year of production, only one car in eight were equipped with one or more of the following: Noroll, Back-up Light or Day/Night mirror, Outside Mirrors were only on 1 out of 12 cars (and the left side was standard on convertible coupes.)		
STANDARD FEATURES - PARTIAL LIST		
Automatic Trunk, Glove Box and Courtesy Lights, Turn Signals & Parking Lights, Clock, Ash Tray & Lighter, Front & Rear (No Lighter in Rear of Coupes or Convertible Coupe), Two Sliding Sun Visors		
PRICES LISTED ARE FACTORY INSTALLED RETAIL UNLESS OTHERWISE NOTED.		
A number of the more common accessories have been left off of this list, as they appear on the "Prices & Equipment" reprint included with this issue.		
CODE	PRICE	DESCRIPTION
E	\$ N.C.	ECONOMY AXLE (Factory ordered)
F	N.C.	FIRESTONE BLACK TIRES
G	17.50	WHEEL SHIELDS (61 & 62 Standard models) (Std. equipt. on other series)
H	33.00	VENTILATING DEFROSTING HEATER
J	26.50	DEFROSTING HEATER
K	59.50	AUTOMATIC HEATING SYSTEM (\$62.00 on Coupes) (\$65.00 on 67,75,6019SF)
L	3.00	LICENSE FRAMES (2)
M	N.C.	RUNNING BOARDS - FACTORY ORDER (Kit available \$48.75)

Source: 1991 The CLC Self-Starter Annual



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

October 2016



Despite these deluxe accoutrements, the car had no radio. A chrome delete plate with Cadillac script filled the area where the radio would have been. (I can only imagine how rare this "radio delete" plate must be today.) The absence of a radio, combined with the runningboards, led me to think the car may have been chauffeur-driven. Owners who employed chauffeurs did not want their drivers playing the radio, especially when there was no divider window, and the rear seat lacked independent radio controls. Also, in those days, many people viewed radios as a source of "distracted driving", in the same way that people consider cell phones today. (I can remember hearing stories about someone-or-other -- usually a young driver -- who was fiddling with the radio in his car instead of watching where he was going, and ran into something.)

The car also had a three-speed manual transmission, rather than Hydramatic. I learned later that Hydramatic was not available at the beginning of the 1941 model year. One possibility is that the original owner purposely refrained from ordering the "new-fangled" Hydramatic, but it is also possible that this was an early 1941 model produced before Hydramatic was available. The Cadillac had been driven just over 30,000 miles in 40+ years. The interior was exquisite, showing virtually no wear. The car still had its original floor covering. As I recall, the rear area was fully carpeted, but the front area had rubber around the perimeter, with a tightly woven hogshair-type carpet insert covering most of the floor. Only rarely is this authentic type of floor covering seen today. Most restored Cadillacs have fully carpeted floors, which look correct unless you happen to know otherwise. The trunk was also totally original, including the small hubcap-type cover that Cadillac installed on spare tires in that era.

Because the interior looked so perfect, people would sometimes ask me at car shows, "Who did the interior?" I enjoyed answering that a firm on Clark Avenue in Detroit did the interior, and I would add, "Didn't they do a nice job?" At another car show, I was standing on one side of the car, and two men were standing together on the other side, looking into the car. One said to his friend, "This is a nice car; but it's a shame he did the interior wrong." I just chuckled to myself and said nothing. Afterwards I realized that the man who made that comment may have been remembering a non-deluxe version of the same car, and did not realize that the deluxe version had different upholstery.

The glove box of this Cadillac contained a number of original documents, including the owner's manual. One bit of information I recall from the owner's manual was the caution to always use premium-grade fuel -- at least 75 octane. Another document was a separate fold-out piece that, when fully opened, showed the entire dashboard of the car, identifying all the gauges and controls. In 1990, I was newly elected to the CLC Board of Directors. When I was on my way to my first or second Board meeting, I thought some of my fellow Board members might enjoy seeing this unusual document. I tucked it into a protected compartment in my briefcase before leaving for the trip. At the Board meeting, Carl Steig announced that **The Self-Starter** Annual in the following year was going to be devoted to the 1941 Cadillac, since it was to be the car's 50th anniversary. (The 1941 Cadillac was then, and may still be, the best represented model year of any in the CLC.) Carl wondered aloud whether anyone knew where he could locate the folder that illustrated the 1941 Cadillac dashboard, so that it could be reproduced in the magazine. I opened my briefcase, took it out and handed it to him. Carl was amazed -- he said that was the fastest response he has ever received to a request for information. That item of literature was later reproduced in **The Self-Starter** Annual.

Visit us on the web!

www.clcpotomacregion.org



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

October 2016



At one point, the car was in my friend Paul Sevag's shop near Philadelphia being serviced. A man named Kirk F. White happened to visit the shop at that time, and when he saw my Cadillac, he was taken aback. Kirk F. White was one of the earliest pioneers of the antique and classic car auction business. He remembered my Cadillac as having gone through his auction held in suburban Philadelphia around 1972. He said the car had just come from the estate of its original owner, a wealthy Philadelphia society lady. He also confirmed my speculation that the car had been chauffeur-driven. Kirk said he drove this car home the night before the auction, and it was "just like new". He remembered that when the car went through his auction, it was so nice it "brought convertible money". I asked what that was at the time, and Kirk recalled about \$6,000. I thoroughly enjoyed my ownership of this 1941 Cadillac, as I did with my first one. I can claim no credit for the condition of the car; I simply acted as a caring curator of a remarkably fine original survivor. As always, circumstances change as time passes. One of those changes was that, in the early 90s, my partners and I decided to sell the building where the car was housed. This car needed to be kept in good heated storage, so I sold it in 1991 to a veterinarian in Massachusetts, who was a friend of a friend. He sold it in 1996 to a car collector and CLC member from the Charlottesville, Virginia area. Several years later, the Virginia collector sold the car to a couple in North Carolina who are also CLC members, and they still own it.

I have been lucky enough to own a substantial number of collector cars over the years. People sometimes ask me about different cars I have owned, and they ask whether I am sorry I sold this car or that car. Of course, I would have liked to keep every car I ever owned, but that would be impossible. I feel privileged to have owned two fine 1941 Cadillacs. My second 1941 Cadillac is likely to remain a cherished collector car for as far into the future as anyone can predict, and I find that knowledge very gratifying. My first 1941 Cadillac marked the beginning of my antique car ownership, which assures that the 1941 Cadillac will always have a special place in my heart. And who knows -- maybe there will be a third one in my garage some day.





Cadillac & LaSalle Club Potomac Region Caddie Chronicle October 2016



1941 CADILLAC STORY BY VERN PARKER PHOTOS BY RANDY EDISON, VERN PARKER AND MICHAEL VEILLEUX

Prior to World War II most American automobile manufacturers were not particularly interested in making their products streamlined or fuel efficient. Producing luxury cars in that era meant making them heavy for a smooth ride and spacious for passenger comfort.

Cadillac introduced a Series 61 model in 1941. One of the fastback four-door sedan models left the factory wearing a two-tone coat of paint labeled Fair Oaks over El Centro separated by Ivory pinstriping.

The handsome Cadillac was sent to the Scott-Smith Cadillac dealership in Philadelphia. With a base price of \$1,495 the car was snatched up by a local resident and for the next several decades the Cadillac was to be seen in and around the Philadelphia area.

Upon the owner's death the car remained under cover in a garage until the son who inherited the car decided to offer it for sale.

In the late 1990s the Cadillac underwent a professional restoration.

It was at that time that Bill Thomas had been searching for a prize-winning pre-war Cadillac. He, and his wife Joan, had chased down several likely cars that proved to be disappointing.





Cadillac & LaSalle Club Potomac Region Caddie Chronicle October 2016



Thomas saw this car advertised on the Internet by former CLC Valley Forge Region President Marty Watkins and convinced his wife to make yet another trip to inspect yet another old Cadillac.

The pristine condition of the car amazed Thomas and the experience of driving it sealed the deal. The 4,030-pound Cadillac riding on a 126-inch wheelbase was all the convincing Thomas needed.

A trucking company delivered the 18-foot-long Cadillac to his Warrenton, Virginia home. Once the car was safely at his home Thomas discovered a couple of hidden details on his acquisition such as the concealed running boards and the concealed gas cap under the left tail light. Designers attempted to make the one piece rear window appear as three pieces.

Like all closed General Motors cars in 1941 this one featured an all steel "turret top" and knee-action front suspension.

Under the hood is a 346-cubic-inch V-8 engine that delivers 150-horsepower to the rear drive wheels which are wrapped with 7.00x15-inch tires.

The engine runs cool thanks to 25-quarts of coolant while seven quarts of oil keep the moving parts lubricated. The big V-8 drinks regular grade gasoline from a 20-gallon fuel tank.

A few cars in 1941 had automatic transmissions, but not this one which still has a clutch pedal needed to operate the three-speed manual transmission.

The spacious interior offers a 60.5-inch-wide front seat and a 54.7-inch-wide rear seat with a center armrest in addition to the two outboard armrests.

The "Flairflow Streamlined" Cadillac features vacuum-operated windshield wipers and retractable radio antenna. Fender skirts and a free standing backup light are optional extras.

Plush upholstery is broadcloth and Bedford Cord with woodgraining on the metal parts of the interior. The speedometer is limited to 100-miles-per-hour. The trunk has a capacity of 18-cubic-feet.

As a reminder of the time in which the Cadillac was built, on the windshield is an "A" gasoline ration sticker limiting the amount of fuel the owner was permitted to purchase.

[Editor's Note: Bill Thomas served as Regional Director of the CLC Potomac Region from 1985-92. His car will be on display at the *Celebrating the 75th Anniversary of the 1941 Cadillac* car show.]



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

October 2016



2016 CLC VALLEY FORGE REGION FALL CAR SHOW AT PEDDLER'S VILLAGE
STORY BY LYNN GARDNER
PHOTOS BY ERIC DEVIRGILIS AND LYNN GARDNER
SEPTEMBER 11, 2016

The CLC Valley Forge Region's Annual Fall Car Show at Peddler's Village in Lahaska, Pennsylvania offered a broad range of non-modified cars of the General Motors make for the exhibitors and spectators to enjoy. The weather was perfect with clear skies, low humidity and seasonal temperatures, which made for a wonderful show with a lot of great cars in attendance. Some of the more interesting cars included Chris Bertelo's 1929 LaSalle that was delivered by roll back, Marty Watkins' unrestored original 1941 Sixty Special that he drove to the event, and Eric DeVirgilis' recently discovered "barn find" un-restored 1959 yellow and white Coupe de Ville with 43,000 miles that was also driven to the show. A special original, one-owner car in attendance was 93-year-old Dick Thornton's Forest Green 1970 DeVille Convertible (pictured on page 21) that he purchased new off a transport truck at his local Cadillac dealer in the spring of 1970. Peer judging was done so all could enjoy the cars. Below is a list of the Cadillacs and LaSalle's that won awards.

Class	First Place	Second Place	Third Place
Class A - 1902 to 1939 Cadillac and LaSalle	1929 LaSalle Woody Wagon Chris Bertelo		
Class B - 1940 to 1949 Cadillac and LaSalle	1941 Sixty Special Marty Watkins		
Class C - 1950 to 1959 Cadillac	1959 Fleetwood 60 Special Stanley Noll	1955 Coupe de Ville Bob Crimmins 1959 Coupe de Ville Eric DeVirgilis	1956 Sedan de Ville Ed Hope 1959 Convertible Coupe Ed McGettigan
Class D - 1960 to 1969 Cadillac	1964 Eldorado Al Cowling 1967 DeVille Convertible Craig Perrotty	1969 Fleetwood Sedan Tom Murray & Douglas Paul	1960 Convertible Coupe Jack Hotz 1960 Convertible Coupe Brian Rachlin 1960 Fleetwood 60 Special Michael Lizzio 1966 Fleetwood 75 Limousine John Wood
Class E - 1970 to 1979 Cadillac	1970 DeVille Convertible Dick Thornton 1974 Eldorado Convertible Ronnie Hux 1976 Fleetwood Talisman Lynn Gardner 1978 Eldorado Biarritz Joe Caristo 1979 de Ville Howard Steinberg	1974 Fleetwood Talisman Earl Rutter 1976 Eldorado Convertible Culver Zebley 1976 Fleetwood 75 Sedan Bill Smith 1979 Seville Thomas Pollutri	1970 Eldorado Gary Nolan 1970 Sedan de Ville Bill Dixon 1976 Eldorado Convertible Donna Caristo



Cadillac & LaSalle Club Potomac Region Caddie Chronicle October 2016



Class F - 1980 to 1989 Cadillac	1984 Eldorado Touring Coupe Mike Zimmerman	1986 Fleetwood Arty Koestner	
Class G - 1990 to 1999 Cadillac	1990 Fleetwood Brougham Bill Bradney	1996 Eldorado Ken Kanner	
Class H - 2000 and Newer Cadillac	2006 DTS Chris Kendzierski	2011 Escalade EXT Jack Lenhof	
Class I - Allantés	1990 Allanté David Threadgill	1992 Allanté Dick Thornton, Jr	
Best of Show - Cadillac and LaSalle	1941 Sixty Special Marty Watkins		
Best of Show - Emeritus Cars (Early)	1960 Convertible Coupe Jack Hotz		
Best of Show - Emeritus Cars (Late)	1974 Eldorado Convertible Ronnie Hux		



To see more pictures, visit <http://www.clcpotomacregion.org/2016vfrlahaskacarshow.htm>.

Visit us on the web!
www.clcpotomacregion.org



Cadillac & LaSalle Club Potomac Region Caddie Chronicle October 2016



**HOW THE MUSEUM TALKED CHUCK BERRY
INTO GIVING UP HIS PRIZED RED CADILLAC
STORY BY MICHAEL E. RUANE
THE WASHINGTON POST
SEPTEMBER 21, 2016**



Visitors to the “Musical Crossroads” exhibition are greeted by Chuck Berry’s gleaming red Cadillac. (Jahi Chikwendiu/The Washington Post)

Kevin Strait had everything set up. He had a truck all ready to come for the famous Cadillac. He had the paperwork with him. And it looked as though he had a deal with rock-and-roll legend Chuck Berry to donate his fabled car to the Smithsonian.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle October 2016



But when Berry, wearing his signature yachting cap, pulled up in his golf cart that day and entered the room where the scholar was waiting, the first thing the musician said was: "I'm not giving you anything."

Strait, 41, a project historian, musician and jazz expert with the National Museum of African American History and Culture, kept his cool. He hung around and spent the rest of the time schmoozing with one of rock's founding fathers.

And by the end of the day, at Berry's spread, west of St. Louis, Strait helped push the red 1973 Eldorado convertible onto the truck that carried it toward its destination in Washington.

Today it sits, refurbished and reborn in the music exhibit — a symbol of Berry's musical legacy and his role as the African American poet of teenage exuberance and jukebox subversion of the 1950s and '60s.

Strait said the automobile is "a lyrical fixture in his works": the Coupe de Ville and V-8 Ford of "Maybellene," the souped-up jitneys of "You Can't Catch Me" and "You Never Can Tell."

"Chuck Berry had always been in our sights," Strait said. "He's the primary architect of rock-and-roll music."

And when Strait learned that among Berry's possessions was the Caddy in which he rode onstage in the 1987 documentary "Hail! Hail! Rock 'n' Roll," he knew the museum should try for it.

Strait flew out to formalize the deal on Nov. 9, 2011. But when he met Berry, now 89, in his office, the star shook Strait's hand and delivered the bad news.

Strait said they began to talk. About music, history, the museum. Strait told Berry the museum wanted to place him in the cultural context of African American musical greats like Duke Ellington.

Berry eventually threw in one of his favorite guitars, nicknamed Maybellene, as part of the donation, Strait said.

[Editor's Note: George Boxley's 1973 Eldorado convertible for sale in the Caddie Classifieds section is the same year, model and color combination as Chuck Berry's Cadillac. See Chuck's Cadillac in person at the National Museum of African American History and Culture which officially opened on Saturday, September 24th.]



Cadillac & LaSalle Club Potomac Region Caddie Chronicle October 2016



CADDIE CLASSIFIEDS

Cars For Sale



1931 Cadillac 355A Convertible Coupe – Finished in striking silver and red exterior with a gorgeous red leather interior – Originally ordered on August 27, 1930, and shipped to New Mexico Motor Corp in Albuquerque on October, 3, 1930 – Powered by a 5.8L 353 V-8 that put out 95 h.p. and a three-speed manual transmission – Black soft top quickly and easily folds down for open air cruising – Main two-seat cabin up front with rumble seats in the back and a golf bag door on the lower passenger side of the car – Includes the highly desirable option of dual mounted spare tires and six chrome wire wheels – General Motors has provided a copy of the original build sheet and there are former titles of the car as well – This 1931 Cadillac Series 355A Convertible is in wonderful restored condition – There is a feeling of elegance with this Cadillac that no modern car can come close to replicating – See pictures at <http://www.legendarymotorcar.com/inventory/1931-cadillac-355a-convertible-coupe-1555.aspx> – **Asking \$165,000** – For more info, contact Legendary Motorcar Company at info@legendarymotorcar.com or 905-875-4700 – Car is located in Halton Hills, ON Canada



1940 LaSalle Model 52 – Very nicely restored retaining its original looks – Runs and drives like new – 322 V-8 (130 hp) engine sits nestled in a detailed engine bay – Converted to a 12-volt system and all the lights, etc. work (still has its original wiring harness) – 3-speed standard transmission shifts properly and smoothly – Dark Blue paint in good condition showing off the car's great lines – Almost all of the exterior chrome was redone or replaced and gives a fresh look to this LaSalle – Body and underside are free of rust – Seats were redone in period-correct tan fabric that makes an excellent contrast with the blue exterior – Tan headliner replaced as was the carpet – Door panels in very good condition – Brand new wide whitewall tires – See pictures at <http://classiccarter.net/cars-for-sale/> – **Asking \$21,900** – For more info, contact the Classic Car Center at 540-370-4474 or info@classiccarter.net – Car is located in Fredericksburg, VA



1949 Series 62 Sedan – Current owner purchased the car in 2012 from a noted Cadillac & LaSalle Club member who specializes in 1948-49 Cadillacs – Documentation from past two owners, and original owner known – Approximately 40K original miles – Runs, drives and shifts perfectly – 70% original paint in decent condition – Recent repairs include the front power seat and front seat padding replaced while keeping the OEM seat cover – Exhaust pipe recently replaced too – Beautiful driver – See pictures at <http://classiccarter.net/cars-for-sale/> – **Asking \$13,900** – For more info, contact the Classic Car Center at 540-370-4474 or info@classiccarter.net – Car is located in Fredericksburg, VA



NEW ARRIVAL 1951 Series 62 Sedan – 950 miles on car since being restored – 331 c.i. engine with Carter 2-barrel carb and hydramatic transmission – For sale or trade for hunting property in Catskills, New York – Willing to add cash for trade of property – See pictures at <http://www.clcpotomacregion.org/51cadillacforsale.htm> – **Asking \$21,000 or best offer** – Cash only, no checks no PayPal! – For more info, contact Larry Massaro at dimpy51@aol.com or 917-662-6686 – Car is located in White Plains, NY



1971 Eldorado Convertible – Just out of an 11-year storage – 80k original miles – New items include: tires, brakes, top, upholstery, carpet and complete exhaust – See pictures at <http://www.clcpotomacregion.org/71cadillacforsale.htm> – **Asking \$6,500** – For more info, contact Cory Kulibert at 920-210-2225 or corykulibert@att.net – Car is located in Mayville, WI



1973 Eldorado Convertible – Driven to the 2011 CLC Grand National in Columbus, Ohio5s – Immaculate overall condition – Brand new top – Less than 67,000 miles – Long-time owner (more than 10 years) downsizing collection – See pictures at <http://www.clcpotomacregion.org/73cadillacforsale.htm> – **Asking \$14,500** – For more info, contact George Boxley at 301-261-5634 or georgeboxley@verizon.net – Car is located in West River, MD

To view more classified ads, visit <http://www.clcpotomacregion.org/caddieclassifieds.htm>.



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

October 2016



1976 Sedan Deville – 54k original miles – Same owner past 20 years and always hobbyist-owned – Beautiful original paint, vinyl top, and red leather interior – Always kept inside, never in an accident and never any rust – Dependable and runs beautifully – Original papers and manuals including build sheet and window sticker – See pictures at <http://www.clcpotomacregion.org/76cadillac2forsale.htm> – **Asking \$10,000 obo** – For more info, contact David Kolovat at atomicusky@cox.net or 703-328-0344 – Car is located in Great Falls, VA



1985 Eldorado – 23k original miles – Originally an Arizona car – New rear shocks, battery, headliner, tires, wiper motor, front & rear bumper fillers, water pump, radiator, thermostat, fresh paint job and alternator – Appraised for \$19,500 – See pictures at <http://coryscadillacpartsusa.weebly.com/cars-for-sale.html> – **Asking \$6,500** – For more info, contact Cory Kulibert at 920-210-2225 or corykulibert@att.net – Car is located in Mayville, WI



1992 Fleetwood – One-owner car with 85,000 miles – Black with red interior – 4.9L engine runs well – No accidents and all original components – See pictures at <http://www.clcpotomacregion.org/92cadillacforsale.htm> – **Asking \$5,500 or best offer** – For more wonderful car-filled info, contact Craig Falci at craig.falci@gmail.com or 703-901-1059 – Car is located in Rockville, MD



1995 Fleetwood Brougham – 140k miles – Originally came from Texas – New items include: thermostat, battery, tires, paint and stainless fender spear moldings – See pictures at <http://coryscadillacpartsusa.weebly.com/cars-for-sale.html> – **Asking \$3,800** – For more info, contact Cory Kulibert at 920-210-2225 or corykulibert@att.net – Car is located in Mayville, WI

Miscellaneous Ads

For Rent: Indoor Parking Spaces near Friendship Heights and Chevy Chase, MD – Secure building – 24-hour access – Large spaces – For more info, contact Jim Begg at 240-606-4711 or jim.begg@longandfoster.com



For Sale: 1937 Cadillac or LaSalle Radio – Restored and in working order – Built-in speaker so can be used in convertibles – See picture at <http://forums.cadillaclasalleclub.org/index.php?action=dlattach;topic=142695.0;attach=93946:image> – **Asking \$1,200 obo** – Can bring it to Hershey – For more info, contact Harry Scott at 703-791-3278 or hscott1937@aol.com

Wanted: Used 1933 Cadillac Radiator – Used radiator needed that can be taken apart to make a new radiator for a 1933 Cadillac project car – Plan is to keep current radiator intact for use on the engine run stand for the V-12 that was pulled from car – Radiator wanted can be in poor condition since only the outer brackets will be used – Please send leads to Reggie Black at 704-562-4665 or 1sweet60@roadrunner.com



URGENTLY

ON-DEMAND ROADSIDE ASSISTANCE

24/7/365 | NATIONWIDE | FAST. SAFE. RELIABLE.

URGENT.LY

ON-DEMAND ROADSIDE ASSISTANCE

No membership fees, just assistance when you need it!

<http://geturgently.com/>

888-461-3621

To view more classified ads, visit <http://www.clcpotomacregion.org/caddieclassifieds.htm>.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle October 2016



Capitol Cadillac
The only Cadillac Dealer on the Beltway!

Sales: (240) 292-1053 | Service: (240) 292-1070

6500 Capitol Drive, Greenbelt, MD 20770



NEW 2016 CADILLAC CT6 SEDAN 4DR SDN 2.0L TURBO RWD -- \$55,560

- Exterior: G1W CRYSTAL WHITE TRICOAT
- Engine: 2.0L 4 CYL
- Stock Number: 3367
- VIN: 1G6KA5RXXGU166423

http://www.capitolcadillac.com/VehicleDetails/new-2016-Cadillac-CT6_Sedan-4dr_Sdn_2.0L_Turbo_RWD-Greenbelt-MD/2802319553



NEW 2017 CADILLAC CT6 SEDAN 4DR SDN 3.6L LUXURY AWD -- \$63,625

- Exterior: GBA BLACK RAVEN
- Engine: 3.6L 6 CYL
- Stock Number: 3455
- VIN: 1G6KD5RS8HU133756

http://www.capitolcadillac.com/VehicleDetails/new-2017-Cadillac-CT6_Sedan-4dr_Sdn_3.6L_Luxury_AWD-Greenbelt-MD/2834394943



NEW 2016 CADILLAC ESCALADE 4WD LUXURY COLLECTION -- \$83,230

- Exterior: G1W CRYSTAL WHITE TRICOAT
- Engine: 6.2L 8 CYL
- Stock Number: 3429
- VIN: 1GYS4BKJ2GR461764

http://www.capitolcadillac.com/VehicleDetails/new-2016-Cadillac-Escalade-4WD_Luxury_Collection-Greenbelt-MD/2838843513

Cadillac & LaSalle Club members receive a 15% discount on all parts purchased directly from Capitol Cadillac's Parts Department.

Club members receive a 10% discount on all parts when their vehicle is in the shop for repairs and labor is involved.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle October 2016



2016 OFFICERS

NAME	POSITION(S)	PHONE NUMBER	EMAIL ADDRESS
Vince Taliano	Regional Director Newsletter Editor Website Manager	301-258-8321	vincetaliano@clcpotomacregion.org
Dan Ruby	Assistant Regional Director Car Show Coordinator Summer Picnic Host	301-343-1463	danruby@clcpotomacregion.org
Jack McClow	National Director Newsletter Columnist	301-330-5417	jackmcclow@clcpotomacregion.org
Sandy Kemper	Secretary Associate Newsletter Editor	301-585-0897	sandykemper@clcpotomacregion.org
Harry Scott	Treasurer	703-791-3278	harryscott@clcpotomacregion.org
R. Scot Minesinger	Activities Director Newsletter Columnist	703-283-2021	rscotminesinger@clcpotomacregion.org
Chuck & Debbie Piel	Membership Directors Central VA Region Liaisons Newsletter Columnists	240-888-5115	chuckanddebbiepiel@clcpotomacregion.org