



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2017



DIRECTOR'S MESSAGE BY VINCE TALIANO

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Registrations for the 2017 Grand National keep arriving at a swift pace. As of February 21st, 220 CLC members have registered for the event. We are expecting another 250+ registrations based on the number of hotel rooms reserved at the Hilton and Westin. Since some of the events have a limit on the number of attendees (e.g. Mt. Vernon Tour on Aug 3rd and Potomac River Dinner Cruise on Aug 3rd) and the show field can accommodate 435 vehicles maximum, we strongly encourage members who plan to attend but have not registered yet to do so as soon as possible.



We have made arrangements to have a mobile vehicle detailer on-site during the Grand National. Derrick Davis and his crew from Antonio Details (<http://www.antoniodetails.com/>) are looking forward to providing their excellence service on the Grand National vehicles. Appointments during Grand National week are welcomed. For more information and pricing, please contact Derrick at 301-992-5427 or antoniodetails63@gmail.com.

Please sign-up for the CLC Judges' Workshop on Saturday, April 29th at the Hilton McLean Tysons Corner that the Valley Forge and Potomac Regions are co-sponsoring. If you are interested in judging at the Grand National or learning how your car(s) will be judged based on the new system, it is important that you attend this one-day session. A minimum of 25 participants is needed to hold this event (maximum of 50). If 25 don't sign up, the Judges' Workshop will be cancelled. Visit <http://www.clcpotomacregion.org/forms/2017CLCJudgesWorkshop.pdf> where you can download the flyer.

Best wishes to Chris Cummings as he recovers from a car accident and to Derrick Fisher as he recovers from a work injury.

Vince Taliano



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2017



OFFICIAL JUDGING MANUAL 2017 SECOND EDITION BY WILLIAM C. "BILL" ANDERSON, P.E. CLC NATIONAL CHIEF JUDGE

The first judged Cadillac & LaSalle Club (CLC) Grand National Meet was held in 1985 using procedures devised by CLC National Chief Judge Carl L. Steig based on his experience as a judge in the Classic Car Club of America. In 1996, a judging system using 40 different categories to evaluate cars was implemented. That system was used from then until 2016.

To improve judging quality and consistency, the first edition of the CLC Judging Manual was developed in 2004–2005 and published in 2005. Except for minor changes, that Manual was used from then until 2016.

After William C. "Bill" Anderson, P.E., succeeded Carl L. Steig as CLC National Chief Judge, the CLC Judging Committee performed a comprehensive assessment of the CLC car judging program and identified many areas needing improvement. The results of the Committee's assessment and recommendations were presented to the CLC Board of Directors at its January 2015 meeting. The Board approved the Committee's recommendations at that meeting.

In the last two years, the Judging Committee has developed the information and procedures contained in the Second Edition of the Manual, the OFFICIAL JUDGING MANUAL 2017. The goal of these new procedures is to improve the accuracy and quality of judging and the fairness to the entrants. Quality judging will enhance the market value of the CLC awards and that of the cars receiving awards.

The Judging Committee included:

Paul E. Ayres	Fred Butalla III	Jim Eccleston
Jeffrey S. Hansen	Jack Hotz	Ronnie Hux
Lars Kneller	Richard Sills	

Jeffrey S. Hansen is responsible for the development and maintenance of the necessary software to register cars and automate the scoring of judging sheets. He also developed a system to automate the maintenance of the CLC Judging Recognition Program. Tim Coy designed some of the forms employed in the Judging Program and produced the design and layout of this Manual. Toni Nabholz Huse, assisted by George Huse, and Phil Terry produced and narrated the CLC Judging Video used for training judges.

To view, download and/or print a copy of the OFFICIAL JUDGING MANUAL 2017, visit [http://c.ymcdn.com/sites/www.cadillaclasalleclub.org/resource/resmgr/judging/CLC Judging Manual 2017 v7.pdf](http://c.ymcdn.com/sites/www.cadillaclasalleclub.org/resource/resmgr/judging/CLC_Judging_Manual_2017_v7.pdf).





Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2017



2017 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Mar 11 Sat	8:00 am – 3:00 pm	44th Annual AACA Chesapeake Region Antique Auto Parts Flea Market	Howard County Fairgrounds West Friendship MD	Tom Young at 443-744-6338, tbirdtoms60@verizon.net or www.chesapeakeaaac.org
Mar 19 Sun	2:00 pm – 4:00 pm	Potomac Region Monthly Meeting	Olive Grove Restaurant Linthicum MD	Vince Taliano at 301-258-8321 or vincetaliano@clcpotomacregion.org
Mar 24-25 Fri-Sat		47th Annual AACA Sugarloaf Mountain Region Annual Antique Auto Parts Meet	Carroll County Agriculture Center Westminster MD	Robert Clubb at 301-831-0300 or smraaca@aol.com
Apr 1 Sat	8:00 am – 4:00 pm	2nd Annual American Corner Automotive Classic Parts, Swab Meet, Car Show and Auction	A. Curtis Andrew Auction Facility Federsburg MD	Mike Roe, Sr. or Miles Roe at 410-754-8826 or milesroe06@yahoo.com
Apr 19-23 Wed-Sun	Gates open daily at 7:00 am	Spring Carlisle	Carlisle PA	717-243-7855 or www.carsatcarlisle.com
Apr 24 Mon	7:30 pm – 9:00 pm	Potomac Region Monthly Meeting	Capitol Cadillac Greenbelt MD	Vince Taliano at 301-258-8321 or vincetaliano@clcpotomacregion.org
Apr 29 Sat	9:00 am – 5:00 pm	CLC Judges' Workshop Hosted by the Valley Forge and Potomac Regions	Hilton McLean Tysons Corner VA	William C. "Bill" Anderson, P.E., National Chief Judge at 443-994-5455 or Rivsrqr8@aol.com
May 13 Sat	8:00 am – 4:00 pm	59th Annual AACA Apple Blossom Meet	Jim Barnett Park Winchester VA	Duane Catlett 540-533-7376 or sheanandoahregion@gmail.com
Aug 1-5 Tue-Sat		CLC Grand National Meet Hosted by the Valley Forge and Potomac Regions	Hilton McLean Tysons Corner VA	http://www.vfrccl.org/2017gn.html

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



At the 2017 Grand National Welcome Reception an auction of Cadillac items will take place to benefit the Cadillac & LaSalle Club Museum and Research Center. Richard Dormois will serve as the Auctioneer. Items will include four framed prints donated by the Sonoran Desert Region and a framed painting by Dan Reed donated by the Potomac and Valley Forge Regions (pictured left). In support of the Museum, we are requesting all Grand National attendees consider donating an item or two. Please contact Richard at 702-461-3679 or cadseventyfive@earthlink.net for more information.



Richard Dormois in action at the 2016 Grand National in Las Vegas



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2017



THE COLOSSUS KNOWN AS THE BARRETT-JACKSON AUCTION STORY AND PHOTOS BY KEN VISSER



This was my second foray to the huge Barrett-Jackson Auction in Scottsdale, Arizona. I was part of **Velocity Channel's** social media team working with four talented fellas, all of whom were born after I graduated college. But that's a whole other story. It's hard to imagine just how complex the operation is to get over 1,600 cars over the block in six days of auction. And the on-site crew does an amazing job of getting it done.

IMHO the Barrett-Jackson Auction in Scottsdale should be a bucket list item for any petrol head. Most of us are used to going to car shows and parking, walking around a bit, seeing some friends and then leaving. Well, at Barrett-Jackson it's a bit different. There is always something moving somewhere. It's utterly fascinating to watch this whole process unfold in front of you. Even when you sit outside for lunch or dinner, you have a parade of cars entering and leaving the auctioning process.

Enjoy some of my favorite moments and photos from the four days I spent covering the event.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2017



I fell in love with his 1964 Cheetah, Lot #1376. I have held an admiration for Cheetahs ever since coming across them in an **Automobile Quarterly** magazine feature in the '70's. My true love was always the 427 Cobra. Then I ran into "Cheetah Bob". His passion has been to chase the mythical Cheetah around the world. Only 23 were made with a mere 15 surviving. And Bob knows where they all live. Heck. He has five of them in his possession, including this beast that was part of the Salon section (read cars with reserve).



This little number is the only one that was upgraded to an L88 in period. 600+ hp (horsepower) hooked up directly to the rear end (no driveshaft) in a vehicle that weighs a good 400 pounds less than a Cobra. No wonder there are only 15 left. These machines were beasts to drive.



Bob tracked this car for 20 years. Every year he would send a registered letter to see if the owner was interested in selling. On the 20th year, the letter came back rejected, post office box no longer in use. Bob figured the gentleman had passed away and sure enough, a few months later he received a phone call. "Are you the gentleman that sent all those letters?" "Yes!" "Are you still interested in the car?" "Yes!"



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2017



And so that is how this legendary beast came to see the light of day after Bob's extensive restoration. It's hard to put a valuation on something that scarce and relatively unknown to the general public. And that is where the marketing prowess of Barrett-Jackson came in to play. Being a featured car in the Salon area with the Barrett-Jackson packaging, the Cheetah got quite a bit of attention. It rolled across the auction block on Saturday night prime time before a full house and a world-wide television audience, the Cheetah was bid to \$850,000. A bit short of the reserve so home she went. The right collector will come along.

Below is the information in bold type that was presented by Barrett-Jackson on this special car. **[Ed. note: Hereafter in this article bold type is used to identify Barrett-Jackson's information.]**

Lot #1376 - This is #006 competition Cheetah built at Bill Thomas Race Cars in Anaheim, CA. It was ordered new in '64 by Jack Goodman, owner of Clarence Dixon Cadillac Dealer in Hollywood, CA. It is one of 15 known to survive in the world today. This is the only Cheetah ever built and raced with the famous Corvette heavy-duty 427ci L88 aluminum-head racing engine option. Complete nut-and-bolt, museum-quality restoration by BTM LLC of Arizona.

It currently has the lowest-mile 1967 genuine Corvette 427ci L88 IT-code crate engine. The '67 M22 Muncie 4-speed manual transmission was also rebuilt, as was the heavy-duty 4.11 rear axle. This Cheetah still retains its original 4130 chromoly chassis and suspension, complete original fiberglass body, and original fiberglass and aluminum interior. It has a documented full ownership history of seven owners since April 1964.

It was titled and licensed for street use by the third owner in 1969 in Utah. The ID number is visible on the front upper frame rail. It has five years of SCCA/FIA racing history at Times Grand Prix (Riverside), Laguna Seca (Monterey), Willow Springs, Pomona, Bend (Oregon), Odessa (Texas), Star Dust, War Bonnet, Davis Monthan AFB (Tucson, AZ), Santa Barbara, Airport #2 (Utah). It was 1968 Southern Pacific region SCCA A/SR Champion with the 427 L88. The drivers were Jack Goodman, Mike Jones, Ralf Piccard, Jim Phillips and Sid Harmon. The numbers it has raced with are #1, #11, #33 and #72.



This car was the first Bill Thomas Cheetah ever to attend Goodwood Festival of Speed in 2016. It was ordered new with Corvette Sebring Silver body color, black interior, 327/375hp fuel-injected Corvette engine, 4-speed Muncie transmission, triple fuel tanks, inside spare tire, American Racing wheels and Goodyear Blue Streaks tires. Evolving over three years of racing, it was upgraded by Bill Thomas in April 1965, with a wide body, Ansen rear wheels with Firestone Indy tires, dual Corvette radiators, upgraded heavy-duty chassis for the new 396/425hp Corvette engine and M22 Muncie Rock Crusher, and disc brakes. It was also upgraded in April 1967 with the new Corvette heavy-duty 427ci L88 aluminum-head racing engine.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2017



This 1957 Cadillac Series 62 coupe sold for \$27,500 making for what some would call a pretty good deal. I guess it depends on how much one has to invest in the air conditioning. We seem to be seeing a softening of the market place on the less sexy machines out there.

You can't always account for taste, yet to some the custom '59 Caddy (Lot #1139) below right may be considered big and cool. This really does draw attention to itself even though you can't bring too many folks with you. It sold for \$71,500.

For comparison, Lot #1325.2 was a '59 Cadillac convertible (pictured below) that went for \$104,500. Just goes to show you that you customize such a machine at your own risk.



Lot #1557.1 – Original pink or Mountain Laurel Cadillac Series 62 – 365 ci V8 with a Hydramatic transmission – Fifth-generation Cadillac designed by the famous Harley Earl – Fresh interior, including the finest leather black and white seats – Air conditioning requires service – Highly detailed engine compartment – Recently serviced and updated – Beautiful rare Cadillac to show and drive – Automatic transmission.



Lot #1139 – This one-of-a-kind Cadillac Topless Roadster features an all-steel body and is powered by a GM 350 ci LS1 motor with 4-speed automatic transmission – It's equipped with new suspension and five wire wheels, as well as unique emblems and trim – The leather interior features a custom dash and an audio system.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2017



A fun part of working Barrett-Jackson for the **Velocity Channel** is the stage access and knowing where folks are going to be. Here we see Chris Jacobs, Wayne Carini and David Kindig in the final staging area, right before the cars enter into the main stage area. Behind Dave is the custom Kindig Vdub bus that later sold for a world record \$302,000.

I've had a chance to meet Chris and Wayne a number of times now. It's really cool when the personality on screen is actually just as nice in person. They are truly nice guys and always willing to shoot the breeze. We did a spontaneous walk in the salon section with Chris and he saw eight American muscle cars in a row and he had good knowledge on each one. All unscripted and off the cuff!





Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2017



This was an electric moment as Chris Jacobs, Justin Bieber, Ryan Friedlinghaus and Craig Jackson gather in the staging area (above left), just before Justin's custom 458 Ferrari crossed the block.



I ran into Michael Phelps in the VIP section. I was up there waiting for Justin Beiber to arrive (he never did). I approached and asked if I could take a picture (above right). "Let me ask the wife," he replied as he handed her the baby and then let me take the shot. As a former swimmer, I thanked him for his amazing swimming career. I tried to recruit him to play water-polo but I think he's a bit busy.

Pictured left is Linda Vaughn, Ms. Golden Hurst, alongside Carroll Shelby's seventh and last wife, Cleo. You just never know who you are going to see at Barrett-Jackson.



Here's a 2012 Falcon Motorsports F7. I had never seen or really heard of it before. It's powered by a punched out 427 with over 600 hp. The car zoomed out of the auction block for \$148,500. This car retailed starting at \$190,000 and got up to a \$250k with options.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2017



Lot #1452 – This was built on an original, rust-free Mach 1 body. It's equipped with a Ford GT driveline, super-charged rear engine and 6-speed manual rear transmission. It also has Wilwood 6-piston brakes, EVOD knockoff wheels and coilover suspension. The leather interior features a 2000 Mustang dash with vintage gauges and carbon panels throughout.

This is an example of you just can't build it for the price. Ain't no way you're going to make your investment back when this sold for \$104,500.



Lot #1113 - 1953 Kurtis Open Race Car - Here you can see the now former owner, gazing at his '53 Kurtis Open Race Car before it goes on the block. A Kurtis recently sold for over 200 grand so that, of course, drove Sonny's hopeful expectation. Realistically, it sold for \$40,000. He still did okay.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2017



Lot #1315 – This 1965 VW 21-window deluxe bus has undergone a complete professional restoration by Kindig-it Design and has been featured on Velocity Channel’s “Bitchin’ Rides.” The body metal has been restored to a high level of quality, and body paint is outstandingly finished in Mercedes Black and Bentley Magnolia White. The interior is custom red performed by Sew Fine, while the engine is a very street able 1915cc with 120hp and 4-speed trans axle. It has front and rear arc-weld disc and custom 17” wheels. The Kicker car audio is awesome and hidden throughout the cabin. All windows are safari and pop-outs finished in chrome.

Here we saw a classic example of at least two people really wanting to have the same vehicle. It definitely paid to have Kindig himself and crew bring the Vdub on stage with some pizzazz. But \$302,500 for a custom Samba? Definitely a world record!



**Lot #1337 – Nicknamed “Torc,” this is the 2016 World’s Ultimate Mopar, and also Axalta Paint’s booth car for SEMA 2016. Featured in six magazines, Torc is soon to be released in a video game. Custom all-steel 1970 ‘Cuda that is Cummins diesel-powered 1,000hp and 2,700 ft/lbs of asphalt-shredding torque. The full custom Roadster Shop chassis and Ridetech coil-overs that this car sits on deliver a killer stance, and the 14” Wilwood brakes are just what it takes to get this rocket stopped. Italian leather drapes the interior that includes a single-piece headliner. No detail was too small. Numerous subtle custom modifications reveal themselves on this build, from the cowl chops, roof and windshield through the handmade dash with an offset Dakota Digital instrument cluster angled towards the driver, to the turbo-wrapped exhaust and the trunk. Flush-mounted front and rear glass deliver an ultra-smooth and fluid look to the ‘Cuda’s body line. Every body panel was worked to contribute to the cohesive feel. Under the hood, a compound turbo 6.7-liter Cummins diesel has forged internals, dual fuelers, custom intake and NOS. “Torc” knows no boundaries and has a fearsome appearance.
****BRANDED AS RECONSTRUCTED******



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2017



Lot #1389.1 – 1955 Chrysler Ghia Streamline Gilda: This one-off creation debuted at the 1955 Turin Auto Show. Carefully conserved within the Ford Museum and later private ownership, this is turbine-powered and fully running. One of the most influential design studies in automotive history, this has been displayed as a feature car at many of the World’s Leading Automotive Exhibits.

The Chrysler Ghia did fire up and whoosh up on stage. Unfortunately it didn’t meet its reserve. I heard talk that there’s a whole bunch of deferred maintenance lurking for the next owner. And that won’t come cheap.



This 1930 Duesenberg J Dual Cowl Phaeton was brought to the auction by Mark Hyman. It met its reserve of \$880,000 and found a new home. You can’t beat the presence of a Duesenberg. They are magnificent machines and engineered to get the job done.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2017



The 1960 Chevrolet Engineering Research Vehicle (CERV) was one unique piece of American automotive history. It sounded pretty darn mean as well. Fun to see it go for \$1.3 million!

Lot #1390 – One of the most important pieces of American automotive history, the Chevrolet Engineering Research Vehicle (CERV) 1 was developed between 1959 and 1960 by Zora Arkus-Duntov as a functional mid-engine, open-wheel, single-seat prototype racing car. It served as Duntov's personal Corvette engineering test

bed; a platform for engineers to develop and refine the Chevrolet body, chassis and suspension systems. Duntov drove the CERV 1 in demo laps at the U.S. Grand Prix in 1960, but that is as far as its racing aspirations went, due to the ban on manufacturer-sponsored racing at the time. The car was designed by Larry Shinoda and Tony Lapine, and was originally equipped with a 283ci/350hp small-block V8 weighing only 350 lbs because of the use of aluminum and magnesium engine components. The CERV 1 features a four-wheel independent suspension, 4-speed manual transmission, and front disc and rear drum brakes. The steering system features a high-efficiency recirculating-ball-type steering gear of 12:1 ratio; overall steering ratio is a very fast 13.5:1. Fuel is delivered via two rubber bladder fuel cells with a total capacity of 20 gallons. Fuel-injected small-block technology was developed using this incredible car. Later, for even greater performance, Duntov refitted the CERV 1 with a 377 ci aluminum small block, an advanced Rochester fuel-injection system, and Indy-style tires and wheels. Shinoda also redesigned the body structure for greater aerodynamics, and the car recorded a top speed of 206 mph. Includes loads of paperwork and history on the car, which stands as one of the experimental landmarks of GM history.



It was interesting to have full classics run through Barrett-Jackson. This 1932 Rolls-Royce Springfield Phantom II went for \$341,000. What's so nice about these pre-war Rolls Royce cars is that the owners really like to drive them. This one met reserve so everyone went home happy.

About the author/photographer: Ken Visser has worked for Discovery Communications for the past 14 years. He's a published automotive photographer as well as a concours judge and blogger for the Velocity Channel.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2017



**WHEN DONALD TRUMP AND CADILLAC JOINED FORCES
TO BUILD THE 'MOST OPULENT' LIMO EVER**

SOURCE: <http://autoweek.com/article/wait-theres-more/when-donald-trump-and-cadillac-joined-forces-build-most-opulent-limo-ever>



The 1989 Cadillac Trump Golden Series limousine offered pure, unadulterated class, inside and out.

President Donald Trump has some prior history with Cadillac limousines. Not the current, hip Cadillac of New York City, but the boomerang-antennaed, chrome-winged Cadillac of the 1980s that you remember from junior prom.

Just as in later decades, The Donald was big on Trump-branded merchandise, and for some reason, he saw the recession-wrecked economic landscape as the perfect time to launch a Trump-branded limousine. This was right after Black Monday, a time when deeply discounted Ferrari Testarossas were sitting in dealerships for months on end accumulating dust, but Trump got in touch with Cadillac as well as the equally recession-hit coachbuilder Dillinger-Gaines to design nothing short of "the most opulent stretch limousine made."

The plan was to build 50 examples each of two slightly different models. The Trump Golden Series was meant to be the top version, complete with a fax machine, paper shredder, a VCR and plenty of rosewood trim, while the Trump Executive Series was meant to be a slightly decontented version of the same. Trump mentioned the project in his best-selling manuscript "The Art of the Deal."



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2017



"A decision has been made to go into production on two Cadillac-body limousines using my name. The Trump Golden Series will be the most opulent stretch limousine made. The Trump Executive Series will be a slightly less lavish version of the same car."

The limousines themselves were based on Cadillac Fleetwood Brougham bodies with sections inserted between the B- and C-pillars, partially adorned with a huge vertical slab of chrome. A VCR and a TV -- items adding considerable weight to the limo -- were designed to be stowed underneath a middle row of rear-facing seats. As you'd expect, "Cadillac Trump" crests adorned most of the visible surfaces inside and out, while wood "furniture" and office equipment assured an impressive curb weight.



Joseph Bisson of Chariot Limousine in Hopkinton, MA (right), will be the first livery operator to utilize a Trump Series Limousine. Bisson met Donald Trump and Cadillac General Manager John Grettenberger (center) at the Limousine & Chauffeur Show in Atlantic City in 1988.

Source: <http://www.lctmag.com/>



The interior can be described as a dimensional portal to the excess of the 1980s.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2017



A Trump-branded limousine would not be a Trump-branded limousine without some gold accents, and those were applied to the housing of the door handles, interior trim, and things like door locks -- plus, of course, the exterior badging. Remarkable restraint was exhibited by Cadillac and the coachbuilder Dillinger-Gaines in not applying gold paint to the grille or other exterior chrome pieces, though the grille was given Rolls-Royce-style vertical slats.

What became of the project? Only a handful were made, with a target market price of \$80,000 a pop. That's about \$163,000 in 2017 dollars, adjusted for inflation, in an economic climate (and country) not suited to chauffeur-driven personal luxury

limousines. The market for such vehicles, even in New York, was largely confined to United Nations ambassadors from various member-states and the heads of consulates located in the city, and they all preferred more maneuverable and less flashy transportation. The Trump Golden Series was, in effect, designed for entrepreneurs like Trump with approximately the same taste in cars as Trump: an admittedly small circle of people.

For the record, the competition at the time was mostly Mercedes-Benz W126 S-Class-based stretch limousines, which were rare on this side of the pond, and similar Rolls-Royce models that enjoyed some popularity in New York and its pricier suburbs. The most direct competitors were more stretched Cadillac limousines used by the black car trade. And that's essentially what the Trump Golden Series is: a party limo outfitted with some business hardware and gold-plated trim.

Private customers for such a limo certainly existed in New York at the time, but it was a strange time economically for such a purchase -- tremendous bargains on Rolls-Royce cars could be found, but one needed to be in the market for such a thing to begin with. The best limo customers at the time were hotels, but they needed to maximize seat space and did not need the business equipment. Hotels in other countries at the time preferred Mercedes-Benz W124 six-door limousines made by Binz, often equipped with diesel engines, so the Trump dreadnought was a nonstarter even for them.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2017



2017 OSCARS CADILLAC COMMERCIAL
SOURCE: <https://youtu.be/2SB4CbFB7OU>

"We are a nation divided. That's what they tell us, right, this chasm between us? But what they don't tell you. What doesn't make the news is this. We carry each other forward. No matter who we are or what we believe or where we come from, we've had the privilege to carry a century of humanity. Lovers! Fighters! Leaders! But maybe what we carry isn't just people; it's an idea that while we're not the same we can be one and all it takes is the willingness to dare."





Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2017



Cadillac

DARE GREATLY

Watch the commercial at <https://youtu.be/2SB4CbFB7OU>



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2017



CADILLAC ESCALADE FALLS THROUGH THE ICE OF LAKE MICHIGAN

SOURCE: <http://www.kare11.com/weather/truck-ice-house-fall-through-the-ice-of-lake-michigan/410082141>

February 19, 2017

STURGEON BAY, Wis. - A man is shopping for new wheels after an unfortunate ice fishing incident in northeast Wisconsin over the weekend.

The angler was driving his Cadillac Escalade across a frozen bay on Lake Michigan, towing an ice fishing shack to a new spot when both broke through the surface and plunged to the bottom of the lake.



A man on shore was rolling video on his cell phone, commenting to a friend, "Boy am I glad I ain't out there." At that point the Cadillac and fish house plunge through the thin ice, causing the man on shore to utter an expletive.

Fortunately the driver was able to escape his sinking vehicle and pull himself to safety. He told authorities that a friend on a snowmobile told him the ice was safe.

View the incredible video at <http://www.kare11.com/weather/truck-ice-house-fall-through-the-ice-of-lake-michigan/410082141>.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2017



CADDIE CLASSIFIEDS

Cars For Sale



1931 Cadillac 370A 2 Door Rumble Seat Sport Coupe V-12 – Only four (4) of this model is known to be in existence today out of the 302 originally manufactured – Discovered in Yakima, Washington in 2008 after living most of its life on an apple farm, the current owner purchased it from the son of the original owner, thus keeping it a family owned car since new in 1931 – Odometer read 43,000 original miles since new – With an eye for meticulous detail and master craftsmanship, the restoration of this vehicle took approximately four (4) years and was completed in 2012 – The 369 cubic inch / 145 horsepower V- 12 engine with overhead valves overhaul was performed by Vellios Machine Shop in Lawndale, California – Included Disassemble, Rings, Heads, Gaskets, Hot Tank, Pressure Test, Complete Valve Job Intake and Exhaust, Valve Liner Guides and Springs, Resurfacing Heads, Hone Cylinder Blocks, Freeze Plugs and Reassemble – Factory accessories include Dual side mount spares and covers, six (6) stainless spoke wheels, Chrome Cadillac / engraved script side mount mirrors, Chrome radiator grill guard, Factory all black exterior paint, Chrome Goddess radiator ornament – Tan leather upholstery and interior trim – 1,088 miles since completing the restoration – Judged over 97 points in 2013 @ CCCA Grand Nationals – Multi-award winner – Evaluated and insured by Hagerty Insurance Company for \$350,000 full replacement value – See pictures at <https://www.hemmings.com/classifieds/dealer/cadillac/370a/1858724.html> – **Asking \$195,500** – Owner may consider a partial (car or multiple car) trade plus cash – For more info, contact Dave Henry at 805-705-4924 or sold@spokemotors.com – Car is located in Santa Ynez, CA



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 – 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

SOLD



1951 Series 62 Sedan – Nicely restored 4-door sedan used for 12 years as a wedding photo car – Truly an icon of luxury for the family of four in the '50's – Black paint is in great condition and the chrome is flawless – Seats are in excellent original condition without rips or tears – Headliner, sun visors, wind-lace, and rear package have been replaced – Equipped with the original V-8 engine that has been upgraded to ignition system and modern battery system – Automatic transmission has been overhauled – AM radio is in working order – Factory wheels with 1951 hubcaps and excellent wide wall tires – Gas tank has been serviced and renewed – Brake cylinders have been recently replaced – All repair records are available – 3rd place winner at Capitol Cadillac Car Show – See pictures at <http://www.clcpotomacregion.org/51cadillac2forsale.htm> – **Asking \$21,500 obo** – For more info, contact Frank Formica at 410-647-1325 or formicaphoto@gmail.com – Car is located close to Annapolis, MD



NEW ARRIVAL 1971 Coupe Deville – 46k miles – Bronze with black vinyl top and black leather interior – 472 c.i. engine with working air – All original, three-owner show car! – See pictures at <http://www.clcpotomacregion.org/71cadillacforsale.htm> – **Asking \$11,500 or best offer** – For more info, contact Norbert Sperllich at 814-784-3693 – Car is located in Artemas, PA



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

March 2017



1977 Eldorado Biarritz – 67k miles – Drives and rides like an ocean liner – Second place winner at 2016 Jerry's Chevrolet Annual Show in Baltimore – Third place winner at 2013 Fall Capitol Cadillac Show in Greenbelt, MD– Owner is getting older and his vision is not as good as it used to be so he wants it to go to a person that will continue to keep it in excellent condition – See pictures at <http://www.clcpotomacregion.org/77cadillacforsale.htm> – **Asking \$15,500 or best offer** – For more info, contact Jim McKoy at gmoneyflowing@gmail.com or 240-708-3408 – Car is located in Baltimore, MD



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 – See pictures at <http://www.clcpotomacregion.org/93cadillac2forsale.htm> – **Asking \$12,500** – For more info, contact Paul Fellencer at luc@pbfrealty.com or 281-528-6291 – Car is located in Spring, TX

Miscellaneous Ads



For Sale: 1965 Cadillac Parts – Extensive list of parts for sale – More parts available than what is shown including a driver's side front fender, engine parts, etc. – See parts and prices at <http://www.clcpotomacregion.org/65cadillacpartsforsale.htm> – For more info, contact John Shank, Jr. at 440-759-5287 or jshankjr@windstream.net – Parts are located in the Cleveland, OH area



For Sale: 1965-66 Cadillac Parts Collection – See parts list and pictures at <http://www.clcpotomacregion.org/65-66cadillacpartsforsale.htm> – **Reduced to \$1,000 or best offer** – For more info, contact Glenn at 410-215-5131 or gme102460@hotmail.com – Parts are located in Kingsville, MD



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NEW 2017 CADILLAC CT6 SEDAN 4DR SDN 3.6L AWD -- \$60,145

- Exterior: DARK EMERALD
- Engine: 3.6L V6 SIDI DOHC VVT
- Stock Number: 3568
- VIN: 1G6KB5RS0HU149701

http://www.capitolcadillac.com/VehicleDetails/new-2017-Cadillac-CT6_Sedan-4dr_Sdn_3.6L_AWD-Greenbelt-MD/2869247023



NEW 2016 CADILLAC ATS-V COUPE -- \$56,770

- Exterior: GAN RADIANT SILVER METALLIC
- Engine: 3.6L 6 CYL
- Stock Number: 3181
- VIN: 1G6AN1RY6G0128504

http://www.capitolcadillac.com/VehicleDetails/new-2016-Cadillac-ATS_V_Coupe-ATS_V_Coupe-Greenbelt-MD/2666469203?cs:o=76441540

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.

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



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2017



2017 OFFICERS

NAME	POSITION(S)	PHONE NUMBER	EMAIL ADDRESS
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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
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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