



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

March 2008



DIRECTOR'S MESSAGE BY VINCE TALIANO

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RICHARD SILLS

Each newsletter issue is special to us but some are more special than others. This is one of those really special issues. There are only two feature stories in this issue and both take place in Germany shortly after the end of the Second World War in Europe. One is told from the perspective of an 11-year-old boy and the other through a historical perspective. Special thanks to Ivars Jaunrubenis, Candace Fuller and Charles Lemons for sharing these two incredible stories with us.

And if these two feature stories aren't enough, also included in this issue is a sneak preview of the 2008 Grand National poster, which is based on a painting by Automotive Artist Extraordinaire and Potomac Region member Dan Reed.

On a sad note, this issue also contains information on the recent passing of Potomac Region member J. Michael Winston. The obituary and photo are being re-printed with permission from *The Washington Post*, which ran an extensive announcement of his passing and incredible life. We offer our sincerest condolences to Michael's wife Lynn and his family.

It is amazing how many organizations have contacted us regarding their 2008 collector car related events. Our newsletter's calendar of events only contains a portion of them. We recommend that everyone visit our website at www.clcpotomacregion.org/eventslisting.htm where over 40 events (many with flyers), Mid-Atlantic and beyond, have been listed to date. The list is growing each week and includes many first time events along with long-standing events, many of which have been around for more than 30 years. The influx of new events is a sure indication that this hobby is becoming more and more popular. If the list excludes any events that you would like us to include, please let us know.

Thanks to Steve Stewart and Tim Coy for featuring Sandy Kemper's story on the *Legacy of LaSalle* in the February issue of *The Self-Starter* and one of Tom McQueen's pictures from Barrett-Jackson in the March issue. Congratulations to the Raritan River Region -- their 2007 Royal Cadillac Show was featured in the April 2008 issue of *Hemmings Classic Car*.

Vince Taliano



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2008 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Feb 28- Mar 2 Thu-Sun		35th Annual Atlantic City Classic Car Auction	Atlantic City Convention Center Atlantic City NJ	G. Potter King, Inc. at 800-227-3868 or www.aiclassiccars.com
Mar 8 Sat	7:00 am – 3:00 pm	35th Annual AACA Chesapeake Region Antique Auto Parts Flea Market	Howard County Fairgrounds West Friendship MD	Tom Young at 410-653-3108
Mar 17 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	White Flint Mall Rockville MD	Vince Taliano at 301-258-8321 or vincetaliano@clcpotomacregion.org
Mar 21-22 Fri-Sat		38th Annual AACA Sugarloaf Mountain Region Parts Meet and Auction	Frederick Fairgrounds Frederick MD	Robert Clubb at 301-831-0300 or smraaca@aol.com
Apr 12 Sat	10:00 am – 2:00 pm	CLC Judging Seminar in preparation for 2008 GN	Rmac's Pub Haddon Township NJ	Jack Hotz at jacksaddy@aol.com or Bernie Cooney at Berniec@rrrrclc.org
Apr 18 Fri		Collector Car Auction	Richmond VA	Chip Lamb at 804-357-4926 or chip@wmsbrg.com
Apr 20 Sun	11:00 am – 5:00 pm	1st Annual Squeallin' Wheels Car Show	North Lawn Winterplace Park Salisbury MD	Michelle P. Wainwright at 410-548-4914
Apr 21 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Capitol Cadillac Greenbelt MD	Vince Taliano at 301-258-8321 or vincetaliano@clcpotomacregion.org
May 4 Sun	9:00 am – 3:00 pm	17th Annual Capitol Cadillac Spring Car Show/ Automobilia Auction	Capitol Cadillac Greenbelt MD	Car Show: Diane & Henry Ruby at 301-894-8026, Automobilia Auction: George Boxley at 301-261-5634
May 15-17 Thu-Sat		AACA Eastern Spring Meet Hosted by Queen City Region	Flintstone MD	Don Reid at 301-729-1653 or local.aaca.org/queencity/
Jun 1-6 Sun-Fri		CLC National Driving Tour Hosted by Northern California Region	Sierra Nevada Mountains California	www.clcnorcal.com
Jun 8 Sun	9:00 am – 3:00 pm	34th Annual VCCA All-GM Show (1915-1983)	Community College Catonsville MD	Bill at 410-527-0953 or grand1917@comcast.net
Jul 12 Sat		CLC Inter-Regional Meet Sponsored by Central PA Region and Upper Susquehanna Region	AACA Museum Hershey PA	Art Archambeault at 717-671-8768 or jandainpa2002@yahoo.com
Jul 19 Sat	9:00 am – 3:00 pm	2008 Dover Air Force Base Aviation Museum Car Show	Dover Air Force Base Dover DE	"E.Z." Artie at 302-653-8330 or Rich Selg at rsludg47@aol.com
Jul 20 Sun	10:00 am – 3:00 pm	VCCA All Makes & Customs Car Show (1915-1998)	Meadowbrook Park Baltimore MD	Bill at 410-527-0953 or grand1917@comcast.net
Aug 9 Sat	10:00 am – 3:00 pm	34th Annual Metro Chapter Buick Club All-GM Show: Celebrating 100 Years of GM	Montgomery College Rockville MD	Cory Correll at 240-686-0229 or corydraw@starpower.net
Aug 12-16 Tue-Sat		CLC Grand National Meet Hosted by Valley Forge Region	Cherry Hill NJ	www.vfrcclc.org/GN08.htm
Sep 20 Sat	8:00 am – 3:00 pm	33rd Annual Edgar Rohr Memorial Antique Car Meet	Manassas Museum Manassas VA	Bill Sessler at 703-361-5491 or billseessler@clcpotomacregion.org

Collector Car Auction - Richmond VA - Friday April 18, 2008

CLC Member Chip Lamb will be assisting Mark Motley in putting together a Collector Car Auction in Richmond on Friday April 18, 2008. Motley currently hosts the weekly car auction in Richmond and his talented staff and excellent facilities will again serve to represent and promote any cars consigned for the sale. They currently have a "definite maybe" from Michael Leith of Carolina Classic Cars and the Raleigh Classic auction to bring some cars to the event (they should know which cars by February). Advertising is currently being conceived so now is the time to notify them what you might like to sell - they're looking for select #3+ and better condition cars to round out the list. For more info, contact Chip at 804-357-4926 or chip@wmsbrg.com.

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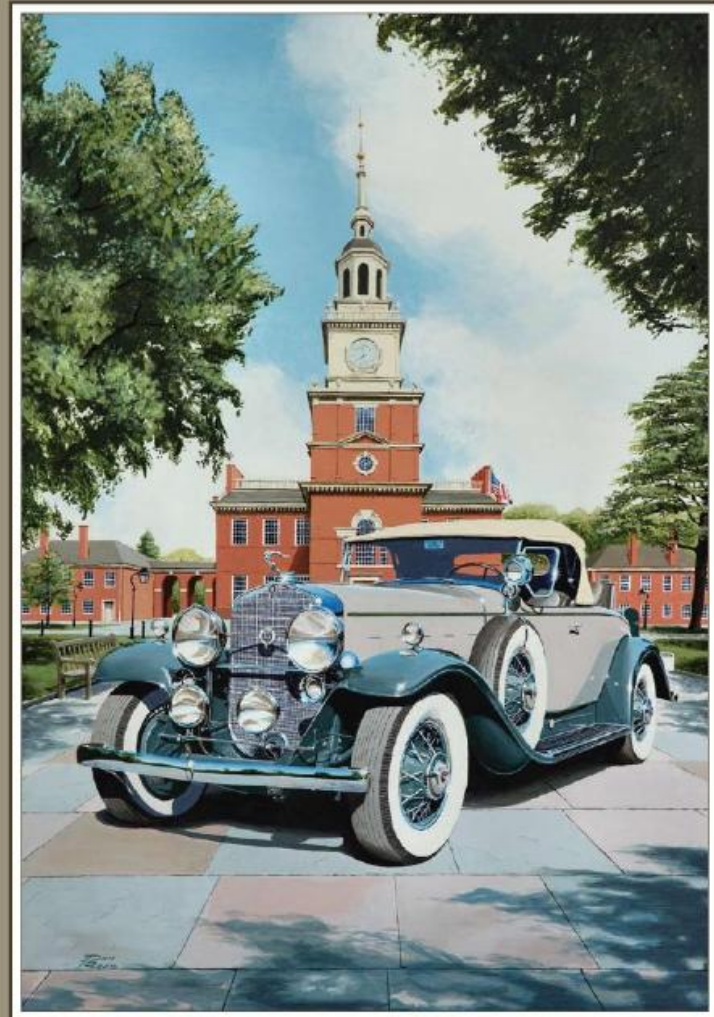
CLC Grand National Judging Seminar

In preparation for the 2008 CLC Grand National, a judging seminar will be conducted on Saturday, April 12, 2008 from 10-2 at Rmac's Pub, 427 West Crystal Lake Avenue, Haddon Township NJ 08033. Anyone wishing to hone their judging skills is encouraged to attend.

The program will include a review of CLC judging policies, as well as an in-depth look at CLC judging forms. Weather permitting; a practice session involving several Cadillacs in various states of repair will ensue. Concluding the seminar will be a brief recap. Along the way there will be a pause for refreshments provided by the Grand National Committee. Bring a pencil and lots of questions.

There is a \$5.00 registration fee. Send a check for \$5.00 (per person) to Jack Hotz, PO Box 263, Haddonfield NJ 08033-0263. Include your name and phone number. Please make checks payable to VFR-CLC. All checks must be received by April 9, 2008. No refunds. For more info, contact Jack Hotz at jackscaddy@aol.com or Bernie Cooney at Berniec@rrrclc.org or 732-563-2755.

THE GOLDEN JUBILEE OF THE CADILLAC & LASALLE CLUB
1958 – 2008



GRAND NATIONAL

AUGUST 12 – 16, 2008 • CHERRY HILL, NEW JERSEY
HOSTED BY THE VALLEY FORGE REGION



[Editorial Note: The painting is by Dan Reed. Posters will be available for sale at the Grand National and Dan will be on-hand to personally sign each one. The original artwork will be auctioned at the Saturday Night banquet.]

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FEBRUARY 18, 2008 MEETING MINUTES BY SANDY KEMPER

PLACE: Silver Diner, Merrifield, Virginia

TIME: 7:30 PM

PRESIDING: Director Vince Taliano

ATTENDANCE: Byron Alsop, Glen & Pat Cole, Chris Cummings, Randy Denchfield, Brenda & Jim George, Jeff Gurski, Sandy Kemper, Jack McCLOW, Tom McQueen, R. Scot Minesinger, Dan Ruby, Diane & Henry Ruby, Harry Scott, Richard Sisson and Steven Sisson

DIRECTOR'S REMARKS: Vince thanked everyone for attending. He informed everyone that one of the Region's members, Michael Winston, passed away recently. He mentioned that his obituary will be in the March newsletter, along with two very special stories and a sneak preview of the 2008 Grand National poster.

RECOGNITION: Vince remarked that the February issue of *The Self-Starter* contains an article written by Sandy Kemper about our *Legacy of LaSalle* show.

SECRETARY'S REPORT: The Minutes from the January meeting were not read since they had been published and distributed to all members in the February, 2008 newsletter.

TREASURER'S REPORT: The Treasurer's Report covered the time period from the January meeting to date. Harry Scott reported that the Region's income was \$203.83. The total expenses for the same time period were \$102.83. The checking account balance as of the meeting was \$3,060.73 and the Certificate of Deposit principal was \$5,569.37

MEMBERSHIP REPORT: Richard Sisson reported that the 2008 membership has reached 198. Our newest members are **Grady McMahan, Baltimore MD, and Jim Hartnett, Kensington MD**. Grady is a relatively new CLC member who owns a 1990 Fleetwood Brougham. Jim attended our 2007 Spring Car Show and won second place in class with his 1992 Fleetwood Brougham. Based on a recent membership report received from the National CLC Office, it was determined that there are ten (10) new CLC members in our area. We sent invitations to join our Region to all of them. To date, one has joined.

ACTIVITIES REPORT:

1. Upcoming PR events:

- **17th Annual Capitol Cadillac Spring Car Show/Automobilia Auction, May 4:** To follow-up on what was discussed at the last January Region meeting, Diane Ruby reported that she has spoken to Lisa Diehl at Capitol Cadillac about our idea to provide coffee and danish at the Show. She is awaiting a response. Vince added that he provided Lisa and Daniel Jobe with information regarding another lunch caterer in the event a change is being considered. The Show flyers will be distributed in mid-March. At the same time, a sign-up sheet will be distributed to club members to work the many jobs necessary to hold a successful show. Richard Sisson asked if we would consider changing the judging classes. Vince replied that we are limited to a fixed number of classes, but that we could re-arrange the classes if a good case could be made to do so.



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- **Spring Driving Tour:** Steven said that he has not put the Tour together yet. He's considering a trip to a winery and to a location in Great Falls, VA, where a collector would entertain us with musical selections played on a rare and notable theatre organ.
- **Fall Car Show:** Vince mentioned that Daniel Jobe has proposed an idea for the Fall Show theme. Also, the date of the show is not known as it is always contingent on the Washington Redskins home schedule due to the proximity of Capitol Cadillac to FedEx field and game day traffic congestion. He expects that we will know more as we approach the Spring Show. That will enable us to promote the Fall Show at the Spring event.

2. Other upcoming events:

- **35th Annual Atlantic City Classic Car Auction, Feb 28-Mar 2:** Harry reported that he didn't receive enough interest to pursue discount tickets. About 5-6 club members expect to attend. Vince asked that those planning to attend take photos for use in our newsletter in conjunction with the article that Rita Bial-Boxley plans to write.
- **Collector Car Auction, Richmond VA, Apr 18:** Steven explained that this auction will comprise both estate and dealer cars. He encouraged those who may be interested to attend. Chip Lamb, past Director of the Central Virginia Region is involved in the event.

In addition, Steven described several other AACA and other collector auto events upcoming in 2008. Henry Ruby mentioned the "AACA PA Dutch Region's 22nd Annual Consignment Auction" at the AACA Museum in Hershey, PA on March 29, 2008. Auction activities take place in the Museum's Storage Building located directly behind the Museum. The auction begins at 8:30 AM.

OLD BUSINESS:

- 1. 2009 National Driving Tour:** Sandy reported that the host hotel selection is still underway. We are considering proposals from hotels in both Maryland and Virginia. Also, there will be a NDT steering committee meeting held at Jack McClow's house on Tuesday, February 26th.
- 2. 2008 Grand National:** Sandy reported that he and Jack McClow are planning to attend the next GN planning meeting. As of January 22nd, 336 rooms had been booked at the host hotel, the Crowne Plaza. Vince added that there is a judging seminar, hosted by the VFR on Saturday, April 12 in Haddon Township, NJ.

NEW BUSINESS: None.

GENERAL DISCUSSION: Henry Ruby displayed a Cadillac belt buckle that he acquired recently. Also, he had a few copies of a large format wiring diagram for a 1949 Cadillac that he would give, for free, to anyone interested.

NEXT MEETING: Monday, March 17, 2008 at White Flint Mall, Rockville, Maryland

ADJOURNMENT: Meeting adjourned at 8:18 PM



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THE CAR WHICH I COULD NOT HAVE ***BY IVARS JAUNRUBENIS***

As kids growing up, we always wanted a particular car that we had no chance of owning. We were either too young to drive, our parents did not have enough money to buy it, or there were other reasons which our parents never told us.

My situation, at the age of 11, was a somewhat different circumstance, and came by an unexpected turn of events. Actually, it was a chance encounter. **The car was not an American-made car, let alone a Cadillac.**

A few days after the Second World War ended in Europe on May 8, 1945, my family and I arrived in the city of Lubeck in northern Germany. The city had escaped Allied bombing on account of the Swedish Red Cross being there and the fact that the city did not have any heavy industries that supported Hitler's war effort. It was and still is a beautiful city with many fine parks, canals, gardens and trees.

Outside of the city, two German armored divisions had laid down their arms and surrendered to the British forces. Shortly before and during the surrender, the divisions destroyed their heavy equipment such as tanks, half-tracks, prime movers, artillery and ammunition, all except wheeled-vehicles. Heavy and deep explosions were heard for almost two days as most of the German tracked vehicles went up in flames. Those trucks, cars and motorcycle side car combinations which were deemed road-worthy and not needed for prisoner transports were assembled in several large storage lots. We called these storage lots "auto cemeteries".

Since I had plenty of free time, I liked to go and explore these lots to see what was there. The majority of the cars and trucks on the lots were Fords and Opels, not Mercedes, Beemers, Audis, DKWs or Volkswagens. **I know this comes as a surprise, but the best sellers in Germany were Fords and Opels, cars and trucks alike.** Opel was owned by General Motors and still is. All of the vehicles were either desert tan or had camouflage paint schemes. Due to gasoline shortages, they remained on these lots for more than a year. Today, it would be a big bonanza for body shops and car collectors.

One day when I had finished visiting one of the lots, I noticed a garage-type brick building at the end of the meadow. Previously, I had also noticed a very bright reflection in the building's window whenever the sun was shining, but I did not pay too much attention to it at first. A few days later, I decided to take a look. From the outside, one could not see what was inside too well. The front of the building had two large doors, which were closed tight. In the rear of the building was a smaller door that was open. I went inside and a big surprise awaited me. In front of me was a huge car, a model that I had never seen before. I was really in awe and dumbfounded. I had seen cars in my native country of Latvia as well as in Germany, but nothing as huge as this car. Why the car was driven here and left was a puzzle which I will try to solve.



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I walked around the car several times and marveled at its size. The car had two large headlights enclosed in heavy chrome which shined and glittered. The front fenders were beautifully valanced with side mounts, which were covered and had a bright chrome strip running thru the middle. The mystery of the very bright reflection coming from the window soon became clear. The car's windows and side mount chrome had made a reflection whenever the sun shined through the building's window.

The exterior paint was dark green, most likely a lacquer paint since it had a deep shine. The interior was tan leather, which was another beauty of a job. In front of the radiator's grille was a name spelled out one letter at a time: **Z E P P E L I N**. The radiator ornament had two crossed large letters of M. Below the radiator ornament was the name of a yellow oval triangle, which had letters spelled out one at a time: **M A Y B A C H**. In a smaller circle was the number 12. I thought what a strange name for a car since I had never heard of or seen one before. At first, I did not know the meaning of the number 12.



Maybach Zeppelin DS8 Seven-Passenger Twelve-Cylinder Limousine
Source: Auto and Technik Museum Sinsheim near Frankfurt Germany



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I opened the car doors and the inside was truly luxurious. Soft leather engulfed me when I sat down. The dashboard was made of tan Birchwood veneer. The instrument panel consisted of high-quality chrome. I sat behind the steering wheel, which was large-shoulder wide with four modified banjo-type spokes. Its finish was black satin. Behind the front seat was a divider window and below it were two jump seats. The rear seat was equal to a living room sofa with deep cushions covered in soft leather. I knew this was an extraordinary car. It exuded elegance and luxury.

I had to decide whom I could tell what I had found and whom not to tell. I did not want too many people to know about the car. I decided to tell my parents and our next-door neighbor, who was an auto mechanic by trade and worked in the British army's motor pool. Obviously, he knew quite a bit about cars and had access to gasoline and proper tools.

I told him about the type of car I had found and then he said to me, **"You know, young man, looks like you have found an ultra-luxury Maybach seven-passenger twelve-cylinder limousine, the world's most luxurious limousine! This coming Saturday, we will go and see the car, just don't tell anybody. Perhaps, I could start the car."** I waited until Saturday morning with great anticipation.

Early that Saturday morning, we set out for the car. He brought some tools and gasoline just in case they were needed. When we arrived, the first thing he did was open the hood, which was very heavy – the reason I had not been able to open it by myself. Both of us stood there silently and looked the car over. I guess he was as surprised as I was the first time I had seen it. He also informed me about the car's brightwork, which he said was a combination chrome and German silver.



Maybach Zeppelin DS8 Engine
Source: www.seriouswheels.com

The engine was like a work of art, painted in light gray porcelain. All of the cables, hoses and other protrusions had been covered and hidden. The main engine pipes were chrome. It was a close resemblance to Cadillac V-12 and V-16 engines.

On the firewall, a build plate had some technical specs (see page 10). The plate stated that the car was built in April 1940, which was a little odd since Maybach had ceased building twelve-cylinder cars in 1939 to change over to the war production of tank engines (another similarity to Cadillac).



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After looking over the engine, my neighbor decided to try to start the car. At first, it started and ran for a little while, but then stalled. After several tries, the same thing happened again, ran for a little while then stalled. Finally, he figured out that the ignition coil was not functioning properly and some part from the carburetor was missing. No parts were available since the Maybach factory had received substantial damage from Allied bombing raids. If anybody had these parts, it was impossible to find them. Even if the car could have been started, there was no where it could be driven. The British military controlled and patrolled city streets and roadways. If one did not have special authorization or "papers", the car could be taken away from its driver, confiscated at gun point. Also, a car such as this would stand out on the road. Moreover, gasoline was in short supply and strictly controlled. My neighbor suggested that I go see the car and sit behind the wheel as long as my parents allowed me. The car was not going anywhere!

I took his advice and visited the garage almost daily. It seemed as if the car was inviting me to come inside and enjoy myself. Whenever I came to see the car, I would get behind the steering wheel and pretend to be driving it. Often I daydreamed of driving the car on the Autobahn with a beautiful girl beside me. Sometimes, I took my seven-year-old brother with me. We took turns playing the chauffeur and passenger. We had lots of fun doing this.

It was now summer and the meadow where the building and car was located was a sea of colorful wildflowers. The large birch and linden trees were in full bloom. And the larks were singing. The smell of flowers and trees filled the air. There was peace and quiet solitude around the car. No one ever bothered us. In a way it was strange, a huge car with two boys, one eleven and one seven, with no where to go and the beauty of summer all around.

The car had taken a complete hold of me and would not let me go, even at nighttime. I often saw it in my dreams. When I sat in the car, reality with its many problems was far, far away. At times, I called it my car. My parents sometimes wondered what was wrong with me.

In addition to playing in the car with my brother, I also took an interest in how the car was built. But, information was very scarce. One thing was clear to me: the car's chassis and frame were made of very heavy material. It was built with steel and chrome with no plastic anywhere on the car. The tires were Michelins. My neighbor tried to find out about the car's history. **The car was supposed to have been a personal gift to Adolph Hitler from Carl Maybach. Since Hitler had a big preference for Mercedes open parade cars, he had kept the car for a short while and then gave it to General Field Marshal Von Runstedt as a gift for his military service during the war. Others said the car belonged to a wealthy city banker and former high-ranking Nazi party official. But, nobody really knew much about the car.**

Summer days were waning and the month of September was near. It was time to start school. I knew I was only going to be able to see the car on weekends. A few days before school started, I went to see the car. It still was grand and stood in all its majesty. **Unknown to me at the time, this would also be the last time that I would see the car.**



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School began and I had not been able to see the car for more than a week. Then, on a Sunday morning, I went to see it. When I neared the building, I noticed that both front doors were wide open. A strange feeling overtook me and I sensed that something was not right. Then to my surprise, the car was gone. I was very upset and felt like crying. I saw large truck tire tracks in the roadway and assumed the car had been hauled away on a very large truck. Only the British military could have a truck that large, probably a tank hauler.

I went home deeply hurt wondering who could have taken the car. I walked around with my head hung low and did not say a word for the rest of the day. My father asked why I was so dejected. I told him about the car no longer being there. He looked at me and said, "Well my son, the car was not ours in the first place and only God knows whom it really belonged to. These are post-war times we live in and many unpleasant things happen. We could not have maintained the car no matter how much we wanted to do so and we could not have afforded to buy gasoline for the car. The war is over now and perhaps one day we will own a car." **Little did I know that seven years later we would have our first car in America!**

I have to admit I had a difficult time getting over that the car was gone and I would never see it again. It took me almost a year to get over it. The car's fate was never known. I never saw the car being driven on city streets, neither did anyone else. What little we heard was conflicting. It was said that the car had been taken by the commanding general of the British forces in northern Germany for personal use as war bounty. Another story was that the car was shipped to London for dismantling and research purposes. We also heard that the car was given to the Russians as war reparations. Yet another version was that the car was returned to Carl Maybach as a goodwill gesture of the British military. The last version might have been the most plausible.

Many long years have passed since that fateful day in June 1945 when I first saw the car, but I have never forgotten it and I can still see the car standing in all its grandeur.

CAR SPECIFICATIONS	
Make:	Maybach Zeppelin DS8 Seven-Passenger Pullman Limousine
Engine:	Maybach 8 Liter V-12 cylinder OHV 4 stroke 484 cubic inches – 200 HP at 3600 RPM
Compression Ratio:	6.3 : 1
Bore/Stroke:	92/100 mm
Carburetor:	2 Solex
Electrical System:	12 Volt Solex
Length:	248 inches (note seven-passenger Pullman Limousines)
Wheelbase:	147 inches
Transmission Gears:	Pre-selected seven forward and one reverse
Fuel Tank Capacity:	36 US Gallons
Weight:	8,200 lbs (seven-passenger Pullman Limosines)
Body:	Original by Spohn, later factory's own inside job for seven-passenger limousines only
Estimated Mileage:	7-8 city, 10-12 highway (in US Gallons)



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***THE PATTON CADILLAC
STORY BY CHARLES LEMONS
PHOTOS BY CANDACE FULLER AND CHARLES LEMONS***



**The Patton Cadillac
1938 Cadillac Series 7-passenger Imperial Sedan
General George Patton Museum – Fort Knox, Kentucky – (info) 502-624-3812
www.generalpatton.org**

The “Patton” Cadillac is a 1938 Cadillac Series 75, 7-passenger Imperial Sedan manufactured by the General Motors Corporation in Detroit, Michigan. It was, most certainly, one of eighty-four CKD (complete knocked down) Cadillac Imperial Sedans that had been exported from the United States in late 1937 and into early 1938.¹ The following conjectures are based on current information available and a photographic inspection of the vehicle, the surviving pictures having been taken from late spring into the winter of 1945.

¹ The Production Figure Book For U.S. Cars, Jerry Heasley, 1977, pg. 107



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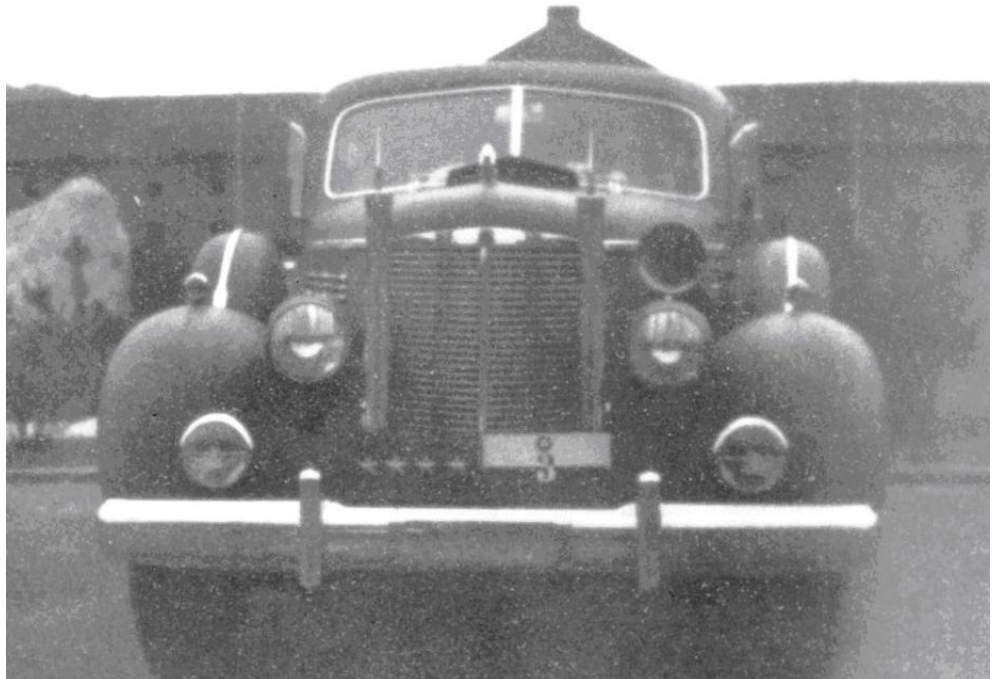


The automobile was most probably exported to Europe in 1937, with its final destination being Germany. Before final delivery, the Cadillac was brought up to German specifications by the addition of large driving lights, flipper type turn signals, and a back-up light at the rear of the car. It had already been fitted with a European speedometer, which was installed at the factory as part of the European export package.²

The vehicle may have been purchased by the German Government and used by high or mid-level political or military entities.

Whatever its original use may have been, the car was captured near the town of Chartres France around the 18th of August 1944. Brigadier General

William Birdsong (USA Ret) noted in a letter to the Patton Museum that his unit, 3rd Battalion, 11th Infantry Regiment, had "captured a Cadillac limousine from the Germans..." on August 17th or 18th 1944, and that he "...had sent the car to 11th Infantry headquarters..." A letter dated August 21, 1944 from General Patton to Major General Leroy Irwin, 5th Infantry Division, explains it all. "Dear Red, You were very generous indeed to send me the lovely automobile captured by the Third Battalion, 11th Infantry Regiment under Major Birdsong. Please express to him and Colonel Yuill my appreciation. It will take a car as fast as that to catch up to you, which I hope to do shortly." MG Irwin sent his own letter down to Major Birdsong on August 23rd, mentioning "...a gift of a Cadillac car captured by your battalion, the 3rd of the 11th, at Chartres...."



Photograph taken at Third Army Headquarters reveals the following: 1) installation of European / German turn signals, 2) installation of large driving / fog lights above front bumper, 3) installation of small parking lights on both front fenders, 4) installation of a set of dual air horns on the driver's side of the lower hood and 5) installation of two flag holders, rather large, at either side of the front grille, inside the main head lights.

² The presence of the flipper type turn signals is a strong hint that it was either imported for, or modified by the Germans before falling into American hands. Only German modified vehicles have these installed - apparently no other country requires this type of turn signal device.



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That is the last we know of the automobile until the end of the war. After the war in Europe ended, the Cadillac Series 75 Imperial Sedan was photographed at Third Army Headquarters at Bad Nauheim. It had been repainted in olive drab with white stars on the rear doors, and had a set of air horns (a Patton signature) attached to the driver's side of the hood upright. A pair of flag posts was attached to either side of the center grille, and a license plate for the Third Army was attached on the front bumper. It retained the flipper type turn signals and the European driving lights, as well as having had cats-eye lights mounted on the tops of the front fenders. When General Patton was given command of the Fifteenth Army, he was taken to his new headquarters by train, while his car was driven to the new post.³ After its arrival, it was repainted and remarked for the Fifteenth Army.

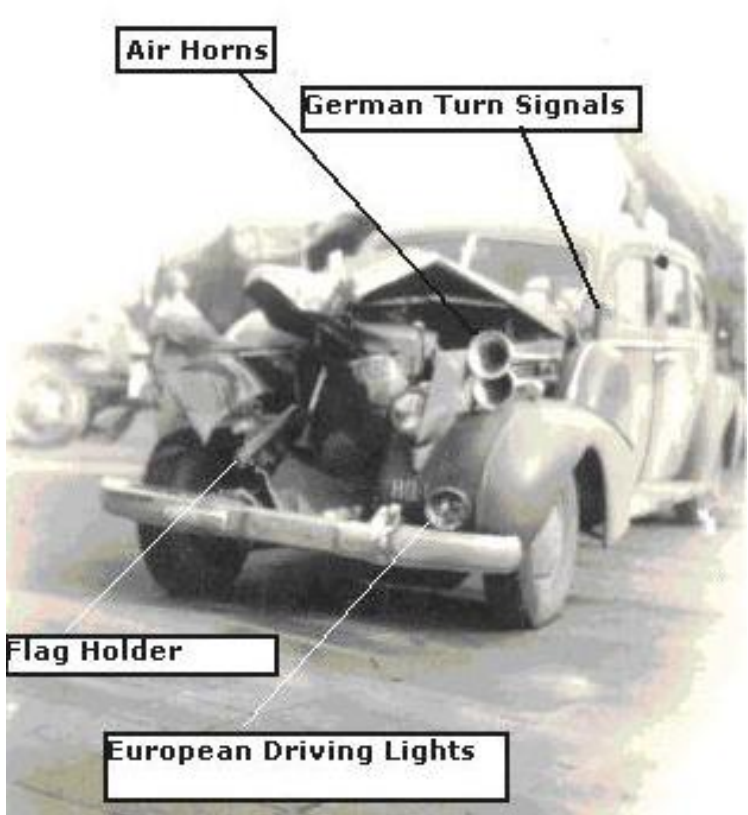


A photograph taken by an unknown person shows the Cadillac after it was repainted and remarked for Fifteenth Army. The car parked in an open shed with several soldiers around it - one of them being Horace "Woody" Woodring, the driver. The shot is from the back, and shows the unit markings and a partial read on the USA number. The European style back-up light, as well as the flipper type turn signals are visible. Also visible are the Fifteenth Army plate at the left and the empty General's plate on the right rear attached to the top of the taillights.

³ An impromptu interview with Horace "Woody" Woodring confirmed that the car had been brought over from Third Army Headquarters.



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Inspection of the accident photograph to the left reveals the 1) presence of European/German turn signals 2) remnants of large driving/fog lights above front bumper 3) presence of small parking lights on both front fenders, 4) remnants of flag holders lying in engine compartment, 5) presence of dual air horns on driver's side of lower hood, and 6) unit marking partially visible on driver's side front fender "HQ-1". Photograph to the right shows Horace "Woody" Woodring, the driver, looking at the car after the accident.

On December 9, 1945, the automobile was involved in an accident - one that ultimately resulted in the death of General Patton – with an Army 2½-ton truck in Mannheim, Germany. Photographs taken after the accident show the extent of the damage, as well as also reveal the features matching the photograph taken at Third Army Headquarters (see page 12).

Present in the photograph are the remnants of the European style fog lights, as well as one of the two flag staff carriers which had been attached to the grille. The cats-eye light on one fender is still intact, and the flipper type turn signals are clearly visible. The real identifier for the car is the twin air horns attached to the driver's side of the hood support. The remaining pieces of the grille and the general makeup of the vehicle clearly identify it as a 1938 Cadillac Series 75 limousine and the side shots identify it as a 7-passenger Imperial Sedan.



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The Cadillac sat in the bone yard prior to being re-built and returned to service



The Cadillac as it looks today at the museum. Interestingly, the current engine in the car came from a M24 Chaffee Light Tank.

A later photograph of the car shows it sitting amongst several other vehicles with its fenders and front axle removed. It may be that it had been relegated to the bone yard, but for some reason it was later rebuilt. Since the sheet metal of the front end had been badly damaged, it was rebuilt using the sheet metal from a 1939 Cadillac Series 75 limousine. That particular donor car had been exported to Belgium in November of 1938 as a CKD (complete knock down) and then assembled by General Motors of France. It too came into American hands, but apparently became so badly damaged as to be stripped for parts.

The grille on the donor car was incomplete, so two new side grille sections were made and installed. The new grille sections were actually incorrect and, because of this, the car is instantly recognizable from the front. Once completed, this "new" automobile was issued to the Commander of the U.S. Constabulary in Germany. In 1951, the car was discovered and arrangements were made to ship it to the Patton Museum, where it arrived in November of that year (see documents on page 16).



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J. MICHAEL WINSTON; AVID YACHTSMAN AND RACER
BY JOE HOLLEY
THE WASHINGTON POST
© FEBRUARY 13, 2008

CLC Potomac Region Member J. Michael Winston, 71, passed away on January 30th of cancer at his home in Haymarket, VA. Michael, a retired mortgage banker, was a lifelong resident of Georgetown until moving to Haymarket last year. He collected antique cars, including a 1959 Cadillac Fleetwood, a 1964 Pontiac GTO and a 1959 Bentley. At one time he was the proud owner of 11 Turbo Spider Corvairs, the early rear-engine compact from General Motors.

Mr. Winston was indeed a retired banker, but the description is about as accurate as describing Wilbur Wright as a bicycle mechanic. He was a dedicated bon vivant who, while still in his 40s, happily exchanged his banker's pinstripe suit and Windsor-knotted tie for a sailor's foul-weather jacket with a message across the back that read, "Pick Me Up First." A yachtsman and sailor for more than 30 years, he took part in dozens of races along the Eastern Seaboard and across the Atlantic. When the man his yachting buddies called "the Silver Surfer" wasn't sailing, he was sharing adventures with filmmaker Robert Perkins and providing financial support for documentaries set in Mozambique, the Canadian Arctic and other exotic locales. He also was a serious fly fisherman and an avid tennis player who won several club championships.



J. Michael Winston raced up and down the East Coast and across the Atlantic.

Photo by Larry Bulman

Mr. Winston was born in the District of Columbia and graduated in 1958 from Washington and Lee University, where he was a member of Sigma Chi fraternity. He served in the Marines from 1964 to 1966 and then joined his father's mortgage banking and commercial real estate firm, the Carey Winston Co., now Transwestern. He became president of the company and also served as president of the Mortgage Bankers Association. He retired in 1986. Mr. Winston also volunteered in the emergency room of Georgetown Hospital and participated in Big Brothers Big Sisters. A young man he mentored became a surrogate son.

Tall and handsome, a former Washingtonian magazine "most eligible bachelor" who remained unattached until age 70, Mr. Winston inspired yarns about his romantic adventures. Among the repeatable was Bulman's recollection of his friend, a superb cook, fending off an amorous admirer while trying to boil a lobster in the galley after a race to Jamaica. At Newport, Pebble Beach, Calif., and elsewhere during the social season, he frequently had offers to be a "gentleman walker" -- an escort for unattached women, young or old. "He was a safe date, someone you'd set your sister up with," said Lynn Moffat Winston, his companion of 12 years and wife of one. Survivors include his wife Lynn, who married him after he was diagnosed with cancer. "His motto was 'onward and upward,'" she said. "That's how we both dealt with it."



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CADDIE CLASSIFIEDS

Cars For Sale

1968 Fleetwood Brougham – 60,200 original miles – Good paint and excellent vinyl roof – Unmolested! – Leather like new! – Was a family car – Runs great – Current tag and inspection sticker – No rust – Garage kept – Needs TLC and I need garage space – www.clcpotomacregion.org/68cadillacforsale.htm for picture – **Asking \$8,000** – For more info, contact Mark at 540-364-3034 or markmaggiolo1@wildblue.net – Car is located in Virginia

1972 Limousine – Seamist green with black interior – 44K miles – Exterior relatively good shape – Interior perfect – Runs well – www.clcpotomacregion.org/72cadillacforsale.htm for pictures – **Asking \$4,850** – For more info, contact Jay Burger, Capitol Cadillac, at 301-441-9600 – Car is located in Maryland

1979 Seville – 34k original miles – Light Cedar Firemist paint & vinyl top w/ dark cedar leather – Beautiful, totally original condition & hard to tell from new – Needs absolutely nothing and everything works as it should – Very well equipped including sun roof, wire hubcaps (also includes a beautiful set of optional Elegance wire wheels), spare trim and mechanical parts, all sales literature, dealer sales books, shop and parts manuals and original owner's sales receipts – www.clcpotomacregion.org/79cadillac2forsale.htm for pictures – **Asking \$18,000 obo** – For more info, contact Bill Pittman at 202-413-6305 – A Southern California car now located in Maryland

Home For Sale

14550 Jarrettsville Pike Monkton MD 21111 – 2,800 square-foot single-family rancher style home built in 1987 with care by the owner's dad, uncle, husband and sons – Very quiet and secluded with many trees; a great place for kids and pets – **Has a 40x60 garage with lift – ideal for a car collector!** – Four bedrooms / two baths with a full unfinished basement (roughed-in powder room that could be finished into an in-law apartment, recreation room or extra bedrooms - same size as upper level) – Home sits on 8.76 acres (two acres cleared -- remainder wooded) that features a 20x40 in-ground pool – Other features include attic, cable ready, ceiling fan, deck, double pane windows and fireplace – www.clcpotomacregion.org/homeforsale.htm for pictures – **\$725,000** – For more information, contact Bill Gosnell at (410) 560-5858 or gosnell@kw.com

Literature For Sale

1984 Cadillac Catalog – Displaying exterior color samples, interior upholstery and leather fabric samples – Catalog is 20"x12" with Cadillac crest on cover – Excellent condition – **Asking \$200** – For more info, contact Jerry Gordon at 410-484-1299

Information Wanted

Maryland Auto Sales (Fayette Street in Baltimore) – Researching a car that was purchased there in the early 1960s – Owner or salesman was named Harry Bear or Bair – Any help is greatly appreciated – For more info, contact Yann Saunders at yannsaunders@yahoo.com.



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