



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

April 2008



DIRECTOR'S MESSAGE BY VINCE TALIANO

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NATIONAL CLC ADVISOR
NEWSLETTER COLUMNIST
RICHARD SILLS

I would like to personally thank everyone for the cards, flowers, visitations, donations to the American Heart Association and words of support offered to me and my family in memory of my father who passed away on February 29th. As I have said in the past, some of the nicest people I know are members of the CLC and this is another example of the camaraderie and friendship that exists in the club. On behalf of my family, thank you.

Spring has finally arrived and it is time to gear up for our Spring Driving Tour and Spring Car Show / Automobilia Auction. The tour will take place on Sunday April 20th in Northern Virginia and will include stops at Tarara Winery in Leesburg and the home of Jack & Mildred Hardman in Great Falls that features a restored and operating 1926 Wurlitzer Theater Style Pipe Organ. The flyer will be distributed shortly.

Then on Sunday May 4th, Capitol Cadillac and the CLC Potomac Region will hold its 17th Annual Spring Car Show and Automobilia Auction. If you have any Cadillac items, other old car items, or items of historical interest that you would like to donate for the auction,

please contact George Boxley, Automobilia Auctioneer, at 301-261-5634 or georgeboxley@verizon.net. The proceeds from the donated items enable the region to subsidize events throughout the year to make them more affordable for our members to attend (e.g. summer picnic and holiday gala).

We would like to wish Bob "Iron Man" Ruckman and Ron Siegrist speedy recoveries from their recent surgeries.

Vince Taliano





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LETTERS TO THE EDITOR



Vince,

Please tell Ivars that I'm very impressed with his MAYBACH ZEPPELIN V12 story. As a young boy (in the 1960s), I did the same, playing in cars found in barns. Instead of Maybachs, we played in Opels and Panhards, but we were able to start them and drive them in the open fields. The 2008 Cadillac Grand European includes a visit to the Sinsheim Museum where the picture of the Maybach in the story was taken. The story will go all around Europe because I forwarded your fabulous newsletter to them. Hundreds of car aficionados will read Ivars' story, especially because it is a post WW2 story in Germany. Many thanks again for emailing the newsletter.

Your buddy in the car hobby,

Dirk Van Dorst
CLC Director of European Affiliates
Belgium

Hi Vince,

Thanks for the March 2008 Newsletter; outstanding as usual. I was particularly interested in the story of the (General) Patton car, which was been the subject of some controversy, as you will see from the write up in the Cadillac Database (Cars with Personalities). Here is that excerpt:

Cadillac enthusiast, W. Kline, wrote in December 2001 to inform me that a Cadillac reported to be the one in which Patton suffered his fatal injuries was still on display at the Armory Museum in Fort Knox, KY. However, there is a consensus among the experts that the car shown there is really a 1939 Series 75, similar to the 1938 Patton car, **but not THAT car**. The genuine "Patton car" is believed to have been scrapped, in Germany, some time after the accident. This has been the conclusion of a number of Cadillac enthusiasts, including Doug Houston Jr., who wrote a long article about the Patton car in Torque (magazine of the Michigan Region CCA) in the spring of 1980 and Matt Larson, who as an acting Cadillac Archivist for the GM Heritage Center in 2006 prepared a five-page report that transpires that the museum car definitely is NOT the car in which the general suffered that fatal injury. I am sure Matt would have no objection to my providing you with a copy as an Email attachment. You may request such a copy here: yann_V16@yahoo.com.

I would be interested to hear Charles Lemons' opinion regarding the comments of Doug Houston and Matt Larson.

Best,

Yann Saunders
The Cadillac Database

[Editor's Note: Thanks for your email Yann. Do you know if Matt's report was shared with the Patton Museum and what, if any, response was received? We are interested in getting a copy of Matt's report and possibly re-printing it in a future issue of the Caddie Chronicle. Can you send us a copy? Thanks.]



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2008 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
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 jackscaddy@aol.com or Bernie Cooney at Berniec@rrrrcl.com
Apr 18 Fri		Collector Car Auction includes two Eldorado Convertibles at No Reserve	Richmond VA	Chip Lamb at 804-357-4926, chip@wmsbrq.com or www.hallpartners.com/RaaClassic/
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 20 Sun		Potomac Region Spring Driving Tour	Leesburg and Great Falls VA	Steven Sisson at 703-724-7652 or sissonse01@cs.com
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
Apr 23-27 Wed-Sun	Opens at 7am	Spring Carlisle	Carlisle PA	717-243-7855 or www.carsatcarlisle.com
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 10 Sat	8:00 am – 4:00 pm	50th Annual AACA Apple Blossom Meet	Jim Barnett Park Winchester VA	Jim Stup at 540-465-5066 or www.huskyclub.com/abmeet.htm
May 10 Sat	9:00 am – 3:00 pm	CLC Raritan River Region Car Show	Royal Cadillac-Hummer Florham Park NJ	Bernie Cooney at 732-563-2755 or dunbar53@optonline.net
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/
May 17 Sat	10:00 am – 4:00 pm	CLC Valley Forge Region Car Show	Delaware Cadillac Wilmington DE	866-712-1988 or www.delawarecadillac.com
Jun 1-6 Sun-Fri		CLC National Driving Tour Hosted by Northern California Region	Sierra Nevada Mountains California	www.clcnorcal.com
Jun 7 Sat	9:00 am – 3:00 pm	CLC Central PA Region's 19th Annual Spring-Summer Show	Kelly Cadillac Lancaster PA	Art Archambeault at 717-671-8768 or jandainpa2002@yahoo.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
Jun 15 Sun	10:00 am – 3:30 pm	35th Annual Sully Plantation Father's Day Car Show	Sully Plantation Chantilly VA	Bill Benedict at 703-430-2441 or www.fairfaxcounty.gov/parks/sully/
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 rsludge47@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 3 Sun	1:00 pm – 4:00 pm	4th Annual Picnic with Lincoln Mercury friends	J. Roger Bentley's Home Brinklow MD	Steven Sisson at 703-724-7652 or sissonse01@cs.com
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.vfrcl.com/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
Oct 8-11 Wed-Sat	Opens at 7am	AACA National Eastern Fall Meet	Giant Center Hershey PA	http://local.aaca.org/hershey
Oct 18 Sat	8:00 am – 4:00 pm	City of Rockville Antique and Classic Car Show	Rockville Civic Center Rockville MD	240-314-5022 or www.rockvillemd.gov/events/carshow.htm



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***2008 KEENELAND CONCOURS D'ELEGANCE
STORY AND PHOTO BY SUE ENTWISLE***



1931 V-16 Cadillac



The award-winning Keeneland Concours d'Elegance, now in its 5th year, brings horsepower of a different nature to the Bluegrass state as 100 of the most rare and spectacular automobiles roll onto the grounds of Keeneland Race Course in Lexington, Kentucky on Saturday, July 19, 2008, from 9:00 a.m. – 4:30 p.m.

Plan to attend this year's show as we feature the Cadillac with a special display of historically significant automobiles from the General Motors Heritage Museum. In addition to the 100 judged Concours automobiles, the Concours will host hundreds of cars in the Car Club Paddock and cars of special interest all parked in a specially designated area on the show grounds. Last year, over 600 cars participated in the Paddock making it a "show within a show" and a popular destination for spectators. Add special guests, renowned automotive artists, regional food and music, and you have a day that everyone can enjoy!

While the highlight of the weekend is the Concours d'Elegance, other events during the four-day event includes a private Bourbon tour of Maker's Mark with the master distiller on Thursday, July 17; a "Great Gatsby" themed black-tie party in the private dining rooms of Keeneland Race Course overlooking the track and paddock area on Friday, July 18; and a 75-mile tour through the Bluegrass with stops at a legendary horse farm and Shaker Village at Pleasant Hill on Sunday, July 20. Visit www.keenelandconcours.com for a complete listing. Proceeds go to Kentucky Children's Hospital.

Visit us on the web!
www.clcpotomacregion.org



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MARCH 17, 2008 MEETING MINUTES ***BY VINCE TALIANO***

PLACE: White Flint Mall, Rockville, Maryland

TIME: 7:30 PM

PRESIDING: Director Vince Taliano

ATTENDANCE: Randy Denchfield, Derrick Fisher, Mary Moscati, George & Rita Boxley, Tom McQueen, Jack McClow, Harry Scott, Henry Ruby, Jim George, Jim Govoni, Richard Sisson, Chris Cummings and Steven Sisson

DIRECTOR'S REMARKS: Vince Taliano thanked everyone for the kind wishes and for the flowers that the Region sent in honor of his father who passed away recently.

RECOGNITION: Vince announced that Richard Sisson's 1954 Eldorado has been invited to participate in the 2008 Burn Prevention Foundation's Concours d'Elegance slated for Sunday June 1st in Bethlehem, PA.

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

TREASURER'S REPORT: The Treasurer's Report covered the time period from the February meeting to date. Harry Scott reported that the Region's income was \$152.75. The total expenses for the same time period were \$173.98. The checking account balance as of the meeting was \$3,039.50 and the Certificate of Deposit principal was \$5,569.37.

MEMBERSHIP REPORT: Richard Sisson reported that the 2008 membership has reached 201, the second consecutive year at 200+. Our newest members are **J. Francis Werneth of Parkville MD and Glenn Murphy of Rockville MD**. Francis is one of the founding members of the National DeSoto Club and the local DeSoto Owners of Maryland. He is a new CLC member who owns a 1993 Sedan Deville. Glenn is one of the founding members of the Potomac Region and was the one-time owner of the 1940 Cadillac Bohman & Schwartz Custom Conversion that Richard Sisson wrote about in the February 2006 issue of the ***Caddie Chronicle***.

ACTIVITIES REPORT:

1. Upcoming PR events:

- **17th Annual Capitol Cadillac Spring Car Show/Automobilia Auction, May 4:** Henry Ruby reported that we have been given permission by Capitol Cadillac to provide coffee and danish at the Show. Vince said that the Show flyers have been distributed. At the April meeting, a sign-up sheet will be distributed for club members to work the many jobs necessary to hold a successful show.
- **Spring Driving Tour:** Steven Sisson said that the finishing touches are being put on the Spring Driving Tour scheduled for Sunday April 20th. The tour will include stops at Tarara Winery in Leesburg, VA and the home of Jack & Mildred Hardman in Great Falls, VA that features a restored and operating 1926 Wurlitzer Theater Style Pipe Organ. As soon as all the details are finalized, the flyer will be distributed.



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- **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:

- **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.
- **Muscle Car and Parts Auction, Rockville / Clarksburg MD, May 7-10:** The attendees discussed the auction of Scott Milestone's collection of 21 welded-shut, semi tractor trailers full of muscle car parts. When originally opened, the tractor trailers were found to contain cars, engines, transmissions, carburetors, crank shafts, manifolds and tons of other Chevy parts that were moved by rail car to Maryland. At this time, he has decided to auction the parts and five cars that were discovered in the trailers (a Mercedes, two 1970 Chevrolet Chevelle LS6's, a Camaro Z28 and a Scout). Bud Ward's Auction Company will oversee the event that will take place at High Point Farm in Clarksburg, MD on May 9-10 (viewing will be in Rockville MD on May 7-8). For more info, visit www.budwardsantiquecars.com.

OLD BUSINESS:

- 1. 2009 National Driving Tour (NDT):** Steven reported that a NDT steering committee meeting was held at Jack McClow's house on Tuesday February 26th. Several issues were addressed. One decision made is that we have changed the dates of the NDT so that it does not coincide with the All-GM Show in Rockville. The new dates for the NDT are Wednesday 8/12/09 to Sunday 8/16/09. Also, we narrowed our hotel search to a property in the Dulles area. We have received a proposal from that hotel and have begun negotiations. We believe that this facility will meet our requirements at a room rate under \$100/night. The committee will be meeting with the hotel to finalize the negotiations. Another meeting will be held in the next few weeks.
- 2. 2008 Grand National:** Jack reported that he and Sandy Kemper attended the GN planning meeting on March 4, 2008. One of their agenda items, an event DVD, included input from Jack's experience from the Savannah GN. The GN 08 chairperson, Jack Hotz, stressed the importance of the judging seminar to be held on Saturday, April 12th in Haddon Township, NJ (Approx. 140 miles from White Flint & 2½ hrs).

NEW BUSINESS: None.

NEXT MEETING: Monday, April 21, at Capitol Cadillac, Greenbelt, MD

ADJOURNMENT: Meeting adjourned at 9:05 PM.



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ATLANTIC CITY 2008
STORY BY RITA BIAL-BOXLEY
PHOTOS BY DAN REED



1958 Fleetwood Sixty Special

Our annual excursion to the Atlantic City Classic Car Show and Auction began quite early this year. On Wednesday, February 27th after our German Shepherd "WOLF" was safely ensconced into the Perfect Pet Resort, our big white 1976 Eldorado Convertible was loaded onto the trailer. The weather was great as we leisurely took our time arriving at our lunch stop, the Cracker Barrel Restaurant. When you are trailering a car it always seems to take longer to get to your destination. However, finally we arrived in Atlantic City and my husband George (GB) parked the rig. As I waited patiently inside the truck, he went directly to the convention center where he received all the paperwork to start the car auction process. Everything must match before the auction car is parked. Titles are held by the associates of the auction company G. Potter King for a period of at least two weeks before they are returned to the seller. We understand this process is necessary to prevent side sales and also so the auction company gets its selling commissions. Security measures are tight and rightly so. After all the necessary paperwork was obtained and the car placed strategically on the convention floor, we went to our room and relaxed. We always reserve a room with an ocean view. Even in the cold winter months it is still fascinating to see the waves rolling in and breaking on the shore. After we arrive on the first day of an event, we always unwind by having room service for dinner. After a brief repast, we retired. Thursday was the first day of the auction and was about to begin in several hours.



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Although GB was rather secretive about the monies spent on this car, I gathered from the invoices he had spent a ton of money to get it ready for this auction. We have always had good fortune in selling cars at this event before, but the lights are so bright and scrutiny on these vehicles is so intense that this auction is not the place for an everyday driver sort of car. Needless to say, GB spent two days detailing and polishing the Eldorado. It went straight from the shop to the trailer with less than 100 miles on the new engine and other expensive repairs too numerous to mention. GB, always the optimist, had high hopes for a good offer. However, I had my doubts after listening to the doom and gloom of stock reports and the recent collapse of the real estate market.

Thursday February 28th

Thursday morning was bright and sunny. One thing that can be said for the Atlantic City weather this time of year is that it is quite cold and windy. After exchanging pleasantries with the Maitre d' and waitpersons at the Boulevard Café, where we ate a hearty breakfast, we were on our way to the convention center for the opening event of selling cars. We spent the morning touring the antique stands and the always interesting vendors' market place. It is something like Hershey -- only on a much smaller scale. GB and I climbed onto the bidders' stands. I had my pen and auction sale sheet in hand to record and make notes. GB began to frown and worry as he gazed around the bidders' seats that were all but a third full around 2:00 PM, prime selling time. Thursday is usually a no reserve day as some sellers lift their reserves and the cars finally sell at unbelievable prices. For the most part throughout years past, you would hear the familiar voice of the auctioneer bellow out SOLD...SOLD...SOLD.

Cars were coming up the auction ramp and the auctioneer was bellowing, chanting and cajoling when finally he said: "Thank you for bidding ladies and gentlemen but it takes a lot more money to buy this car!" I recorded those cases in my notes as No Sales. In fact, my whole sheet on Thursday cars were marked with No Sale...No Sale...No Sale, except for a few cars whose owners lowered their reserves (see a partial list of cars at the end of this article).

There was some excitement on the convention floor Thursday when someone revved up their roadster a little too much and its carburetor belched flames. People were yelling out, "Fire extinguishers, fire extinguishers", but it didn't take long and the fire was quickly put out. It seems that every car owner on the floor had a fire extinguisher ready to go. The fire marshals didn't waste anytime appearing. I believe they asked the owner of the car to remove the vehicle from the convention floor.

Thursday evening as usual the auction company hosts a buffet for those involved as bidders, sellers, and of course the auctioneers. It is always a nice event and a great way to meet car enthusiasts who enjoy the same hobby.



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Friday February 29th

Friday morning started off with an ominous overcast sky that set the stage for the auction event of that day, especially where GB's 1976 Eldorado Convertible was concerned. The auctioneer started his chant promptly at 10 o'clock. However, the bidders' stands were again less than a third full at the time. This didn't interfere with what was happening across the auction floor as cars were being driven up the ramp and inspected by potential bidders. There were a lot more cars to be sold and more auctioneers to survey the bidders. Prime time at this event is usually between 2-5 PM. That was the scheduled time for GB's beautiful, white with red interior 1976 Eldorado to go across the auction ramp. The auctioneer tried very hard to sell it, even mentioning the brand new engine and its three-year warranty. Although GB passed out hundreds of fliers on his car, it did not go home to a new owner. The car was displayed in the re-sale section for the next few days where it got lots of attention and lookers but no buyers. It was taken back home on Sunday to be placed back in the "toy box".

Friday evening we met our friends, Harry and Julia Scott, for our annual dinner and casino outing. We dined at Mark Anthony's restaurant in the Taj Mahal casino. It is always a nice time and a great way to unwind from a busy day at the convention center. After a hearty dinner, we tried our luck at the gaming tables. Usually, it is Harry Scott who has all the luck in these endeavors, but this year for the first time, Julia Scott and I were the lucky ones. Although I didn't win a lot, there is something about winning that puts a smile on your face. The evening ended far too soon as we were having a great time.



Some of the Cadillacs at the auction



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Saturday March 1st

Saturday March 1st arrived. Where did February go? Time just seems to fly by even faster. Again, after breakfast we headed to the convention center for another day at the auction. Since our car was a no sale and GB intended not to run it through again, we took our time and leisurely visited the antique stands and cruised the Swap Meet area again before taking our seats at the bidders' seating area. I purchased a few items from a vendor that stated: "It works wonders on everything". We will see. The cars were going across the auction ramp in full force on Saturday and it was still evident that it was a buyer's market. Some cars did sell, but the majority of them were no sales. After a stay in the bidders' area, Julia Scott and I headed out into the blistery cold to do some window shopping and play the slots at the Wild Wild West casino. That was a lot of fun. After awhile, we headed back to our respective rooms and waited for our husbands to return. All of us went to the Primavera Restaurant at Caesars. We had a great Italian dinner. For years, we went to the Portofino restaurant at Trump's Marina, but we decided to try the Primavera after we heard that Portofino's had closed. And it turned out to be a coincidence of chance when we told this to Primavera's maitre d'. In the course of our conversation with him, we asked if he knew of Franky Senesse, the troubadour who played and sang at Portofino's. Sadly we learned that our favorite troubadour, Franky, passed away last July from a brain aneurysm. He was a relatively young guy, late 40's or early 50's. What a shock to say the least. The troubadour at Primavera was a very close friend of Franky and it was very evident by his expression that he missed him a great deal. Franky was a great guy with an abundance of personality. He flew his own plane and he was an accomplished sea captain. But, most of all he was an entertainer. His songs were from the genre of Frank Sinatra and especially Dean Martin. He sounded more like Dean Martin than Dean Martin himself. It brings to mind to all of us that life is short and one has to live it to the fullest each and everyday. For truly each day is a blessing! We ended our evening to a toast to a gentleman who gave us many years of musical enjoyment when we were at Atlantic City. We'll always hold a special place in our hearts for Franky!

Sunday March 2nd

Sunday morning was a sign that March winds were setting in. After coffee, we journeyed to the convention center to get the car ready to put it in the trailer. The mood was brisk and the floor was almost empty. We didn't find anything interesting in the vintage class we liked. The auction officials put forth a few theories why cars weren't being sold. They stated there was a winter storm that hit parts of Pennsylvania and surrounding areas (as we know weather plays an important part in attending any function), the possibility of a recession causing people not to purchase big ticket items, etc. According to what I saw, cars not selling was truly the case. After an uneventful four-five hours to reach our home in West River, Maryland, we are now looking forward to our next year at the Atlantic City Classic Car Show and Auction.



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Here is a list of some of the cars sold throughout the event.

Thursday	
1977 Thunderbird	\$2,300
1989 Cadillac Seville	\$2,700 (what a buy this was)
1966 Cadillac Fleetwood Brougham	\$8,300
1939 Cadillac Towne Car (1 of 4 left in world)	\$24,000 (good buy)
Friday	
1972 Cadillac Deville (13,000 miles with an old parking decal from one of the House of Representatives office buildings on the front bumper)	\$10,100 (reserve off)
1966 Corvette Roadster 427/390	\$92,500 (WOW)
1956 Pontiac Star Chief Convertible	\$33,000
1971 Chevrolet Chevelle SS 454	\$22,500 (reserve off)
1999 Mercedes SL 500 Roadster	\$16,000
1966 Cadillac Eldorado Convertible	\$22,000
Saturday	
Most of the cars on Saturday were muscle cars. It is evident that the muscle cars will be the cars for auctions in the future as the classic cars have been in years past. Here are some of the cars that went through the auction ramp.	
<ul style="list-style-type: none">• A lot of Chevrolet Impalas, Mustangs, Corvettes, Plymouths and Pontiacs• Some of the oldies included a 1957 Thunderbird; 1956 Lincoln Premiere; 1912 Roadster; 1949 Ford Deluxe; 1953 Cadillac Series 62; 1941 Cadillac Series 62 Convertible; 1951 Ford Victoria and 1949 Hudson Commodore	
Sunday	
We noted that these cars sold:	
<ul style="list-style-type: none">• 1960 Thunderbird; 1960 Cadillac Sedan Deville Flat Top; 1958 Plymouth Sports Wagon; 1976 Cadillac Eldorado Convertible; 1934 Pierce-Arrow 5 Passenger Sedan; 1940 Buick Century Sedan and others.	

To view a full listing of auction results, visit
www.acclassiccars.com/vehicles/Auction-Results.html.

Drive safely and enjoy LIFE.

Rita



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¹ADIOS SNAP, CRACKLE, POP ELIMINATING RADIO INTERFERENCE BY WILLIAM C. "BILL" ANDERSON, P.E.

Snap, crackle and pop may be the sounds you want to hear from your breakfast cereal, but not from your car radio. Noise in your car's radio can come from several sources. Technically, these noises are the result of EMI (electro-motive interference) or RFI (radio frequency interference). The sources of these interferences include the ignition system, the generator or regulator, and potentially all other electrical components such as small motors like those powering the heater and/or defroster fan.

Proper Grounding

A common problem underlying radio interference is the lack of a good ground between the vehicle body, the frame, and the engine. Recall that in a typical automotive electrical circuit these components provide the return route to the battery for electrons. Not only will a poor ground contribute to radio interference, it will compromise performance of the various electrical components.

Begin by ensuring that the negative battery cable is properly grounded at the block. All connections should be tight and the metal surfaces between the ground strap and the block should be bright. A ground strap between the engine and the body is a real help to improving the ground circuit. Many car manufacturers did not provide this ground strap. If your car does not have one, it will help to install one in an unobtrusive location. These straps, normally ½ inch wide and 4 to 6 inches long can be obtained from a parts supply store. Again, connections should be clean and bright. Some antenna installations ground the antenna where it passes through the fender. When installing the antenna, neatly scrap away any paint at the mating surface and then tightly install the antenna.

Ignition System

Engine interference is created from the high voltage pulses which travel from the coil to the plugs when the plugs fire. The spark plug wires act as antennas and radiate this noise which is then picked up by the radio's antenna and fed into the radio. This interference can best be prevented by resistor type spark plugs and resistor-type spark plug wires. Additional protection can be provided by installing a capacitor or condenser (the same as marketed for use in distributors) at the coil. Mount the metal body of the condenser to the coil bracket and connect the condenser wire to the coil terminal marked "BAT" or "IGN." Again, make sure all connections are bright and tight; this includes the coil mounting to the engine or body.

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Generator and Regulator

The second biggest cause of radio noise is the generator. The making and breaking of contact as the generator brushes pass the poles of the rotating commutator may cause a hum or whine in the radio increasing and decreasing in pitch with engine speed. This noise is radiated by the wiring harness and picked up by the antenna and then fed to the radio. This noise can be prevented by installing a condenser on the generator. Connect the metal case of the condenser to the generator body and the condenser lead to the terminal marked "ARM" or "BAT."

The contacts in voltage regulators often spark and this may cause a buzzing noise in the radio. To eliminate this source, place a condenser between the "A" terminal of the regulator and ground.

Wheel/Tire Static

Static electricity is created by the tires rolling on the ground which may be transmitted to the radio. A good indication that this source is a problem is that the noise does not occur when the car is standing still but appears when the car is rolling and varies with vehicle speed. Such noise also disappears when roads are wet as the wet surface prevents the formation of static electricity. This problem can be addressed by installing static collector springs in the small dust caps covering the front wheel hubs.

AM Radio

Finally, noise on the AM band can also occur if the antenna is not properly aligned. This is accomplished by adjusting the antenna trimmer, a small variable condenser in the radio's input circuit. The exact location of this adjustment and specific adjustment procedure is typically described in the Owner's Manual.

Summary

Background noise in car radios is annoying. Although generally not a problem with modern cars, it can be a problem with collector cars. The necessary fixes are inexpensive and easily accomplished. Like many facets of automobile electrical systems, good grounding is a key — make all connections "bright and tight."

Acknowledgment

I am indebted to the experienced knowledge of Dan Healy of Classic Car Radio Service, PO Box 764, Woodacre, California 94973; www.classicradio.com for his guidance in preparing this article. Dan is superb car radio restorer and a real expert.

William C. "Bill" Anderson, P.E., has been involved with the automotive hobby for more than 30 years with experience ranging from hot rods, to sports cars, to sports car racing, and to restoration of vehicles from the `30s through the `80s. He is a car restorer, author of books and articles on car restoration and a columnist for Old Cars Weekly, as well as the CLC's Director of Technical Services. For other Technical Tips, visit www.andersonautomotiveenterprises.com.



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FOR THE LOVE OF CARS! – PART I
BY TOM MCQUEEN

In 2007, I finally joined the national Cadillac & LaSalle Club and the local Potomac Region. I say "finally" because the first "old" car (1957 wasn't antique in 1975) that I purchased was a Cadillac. I've been active in the car hobby since the 1970's. My friends in the hobby constitute another "family." I've heard this same phrase used by so many in our hobby that I know I'm not unique in feeling that way; however, I even met my wife because of my friends Jim and Blanca Wright, also members of the Metro Buick club. Their niece, Dr. Sarah Kohn, who is now my wife, moved to Washington from San Antonio to do her residency in psychiatry at Walter Reed Army Medical Center. Our first meeting was at the Rockville Antique Car Show. She's never let me forget that I barely said hello before I dashed off to the car corral! Her only competition is of the "four wheel" variety! She knows I'm "incurable!"



**Front to back: Tom McQueen, Jack McClow
and Bob Norrid**
2007 Potomac Region Holiday Gala
Photo by Vince Taliano

I have known several members of the Potomac Region for many years through our mutual membership in the local Metro Buick Club. One of my closest friends is Potomac Region member Ben Berman. We've been on too many "car adventures" together to count. We're "brothers" in the search for the holy grail of antique cars. In addition to national and local Buick shows, AACA shows, "Rockville," and "Sully," we've done driving tours, caravans, picnics, winery tours, holiday parties, and so forth. Despite his move to Florida, Ben has maintained his membership in the Potomac Region, and I keep in close touch with him on all things "automotive." Sarah and I also enjoy getting together with longtime friends Richard Sills and Shelley Chadick. They are also "dual citizens" of Buick and Cadillac. I've always been jealous of the CLC for taking Richard (Dick Sills to us) away from Metro BCA. So, "if you can't beat them, join them." Sarah enjoys having a friend who she can chat with about books, clothes, jewelry, travel, etc. Richard and I manage to balance the conversation by talking about nothing but cars.



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Like many people in our hobby, I've focused primarily on one marque despite an enthusiasm for all types of cars. My Buick focus really came quite by chance. I grew up in a GM family where Chevrolets, Pontiacs, and Buicks were prevalent. Cadillacs and Oldsmobiles were rare in my family until the late 1970's and 1980's. Prior to that time, only two cousins had Cadillacs when I was young. Driving a Cadillac was something that "set a person apart," and was often mentioned when any conversation involving that person came up.

I've learned that some of the Potomac Region members are rare "natives" of the Washington area like me. Growing up in the Great Falls, Virginia area was very different in the 1960's and 1970's. There were no "McMansions" yet! Great Falls contained a couple of churches, the volunteer fire department, "Buck's" Country Store, the Grange, an elementary school, a small gas station and Campbell's Auto Repair. The addition of a 7-11 was viewed as "the downfall" of the community! It wasn't even called Great Falls yet, but was still known as Forestville. L'Auberge Chez Francois, the renowned French restaurant, was still a country store at that time. My family referred to D.C. as "town," and Great Falls as "the country." Driving with my aunt to Potomac in her 1958 Pontiac Star Chief was a drive to "the country." My mother's trip to the Bethesda "Farmers Market" on Saturdays took about 20 minutes from McLean thanks to a Beltway that wasn't gridlocked. Talk about the "good old days!" Arlington and Silver Spring, which had been major shopping and business districts in the '40's and '50's, were declining in the '60's and '70's as new developments like Tysons Corner and Montgomery Mall were developed farther out in the suburbs, which still felt like the suburbs.

You might be asking "What the heck does this have to do with Cadillacs?" For the younger members, or those who are newer to the area, the goal is to give some flavor of how different the Washington area was. A function of that difference in the demographics of the '60's, and to a lesser extent the '70's resulted in Cadillacs being much rarer and exotic at that time. Even in nice middle-class "bedroom" communities like McLean and Great Falls. I can remember seeing many more late-model Cadillacs only in the more affluent areas, such as Spring Valley, Country Club Hills, Kenmore or Chevy Chase.

Despite all that we've read about "keeping up with the Joneses" in the 1950's, my sense is that even many "people of means" were hesitant to be seen as extravagant. Perhaps some of that attitude was based on the fact that my parent's generation grew up in the Great Depression. I only recall one or two members of our church driving late-model Cadillacs. Today a late model Mercedes, Jaguar or Lexus is a common occurrence. Only when I travel to more rural areas, especially when visiting friends in the Midwest, am I struck by the almost total lack of luxury vehicles.

My fascination with cars dates back to my earliest memories. Our family photos capture me in a kiddy car seat in our 1958 and 1959 Chevrolets. The car seat was a "deluxe" version with a dashboard, steering wheel, horn, etc. My sister recalls that I loved to "drive" even then. If I was happy to stay in the car seat, I'm sure my parents loved it. Evidently, the car seat just hooked over the back of the seat! Safety has come a long way in this regard. As soon as I was old enough, I claimed the back of the family wagon as my territory. I don't remember seatbelts being worn by anyone in my family. They were stuffed down between the seats!



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Early memories include a fascination with the tailfins and dash on Dad's 1959 Chevy, the mysteries of the dash of my cousin's 1959 Buick, and my favorite book "Go Dogs Go" by Dr. Seuss. I was probably too young to know the years and makes of the cars, but I knew that I liked them. Little did I know I'd own cars with fins years later, including a 1957 Plymouth, 1957 Cadillac, and 1959 Buick.

As a small child, I avidly collected and played with Corgi cars, Matchboxes, Tonka trucks, and in the later 1960's the newest thing....Hot Wheels. Because my parents never moved I still have most of them. Unfortunately, they were played with "enthusiastically!" I dreamed of driving and loved anything with wheels. I "cut my teeth" on the normal array of trikes, bikes, pedal cars and scooters. I hounded my father until he finally decided I was old enough to take over his duty on our riding lawn mower. Mowing our 2.5 acres of "rolling" lawn on a Western Auto Wizard was great practice for driving. I charged \$10 for mowing our neighbor's three acre lot. That was lots of money compared to the \$2 allowance I received! I'd like to find someone to do it for that now!



Young Tom with the family's two 1958 Chevys
Photo by Dr. Max McQueen

When it came to repairs, our auto maintenance was performed by either the Chevy dealer's service department or a local gas station if just an "oil and lube job" was needed. Tuthill's Texaco in McLean or Campbell's in Great Falls were the favorites. My father was an Air Force flight surgeon and later Chief Surgeon of the Air National Guard. He also worked on the astronaut training program! So, Dad was very accomplished, but didn't have time or an inclination to work on cars. Anything other than a minor problem with the family car and it was traded in immediately!



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Tom driving his wagon with the steering wheel and dash from a 1950s Chevy

Photo by Dr. Max McQueen

Sometimes my parents traded both Chevrolets in for new ones. This was primarily in the 1950's, before prices started to escalate. I guess Dad thought he could get a great deal on a new Chevy with a one year old trade. Perhaps it was easy to resell a "Doctor's car" that was barely broken in! Many years' models, from the mid '50's through the early '60's, featured significant improvements, which probably tempted Dad. Or perhaps it was the allure of Dinah Shore throwing that "bowtie" kiss after singing "See the U.S.A. in Your Chevrolet!" Eventually my parents kept their cars for about three or four years maximum. Dad must have loved his '67 Camaro because he kept it about five years. In any event, our salesman at Wissinger Chevrolet in Falls Church, a friendly Texan named Buck Saville, really had loyal customers in my parents. Buck retired just after we bought our 1976 Camaro, and Wissinger closed shortly thereafter.

My father's frequent car purchases probably seemed extravagant to Grandpa McQueen, who drove his Chevys until they fell apart. He traded his 1950 Chevy for a 1962 Nova, which he drove until shortly before his death in 1977. (My cousin sold it for my Grandma for \$200 without telling me!) My mother generally drove Chevrolets too, but I can remember her talking fondly of the Studebaker she'd owned prior to their marriage in 1955. It was one of the "bullet nose" coupes. Around 1960, a series of Larks became the second car in the driveway, along with our Chevy wagon. The dealer, American Service Center in Arlington, handled Studebakers. They also were the authorized Mercedes Benz dealer. I recently ran across the paperwork for our 1962 Studebaker. It still said "Studebaker-Packard" in addition to Mercedes Benz! To my young eyes, the Mercedes Benz (always sedans) seemed very old fashioned. The "neat car" on our trips to American Service Center was the Studebaker Gran Turismo (GT) Hawk.

I never had any luck getting Dad and Mom interested in a GT Hawk or a Corvette. A Bel Air, Impala, or Lark was just fine thank you! Luxury cars never entered the conversation when car buying time came at our home. Some of my parents' closest friends drove late-model Cadillacs, Lincolns, and Imperials. Many of the men were other Colonels or Generals in the Air Force. I took note that they often drove a Chevy or Ford, while their wives had the Cadillac or Lincoln! I thought that was really "true love!" Much to my chagrin, Dad and Mom never felt compelled to "keep up with the Joneses or the Generals." Our years of being a Cadillac family were still in the future. In the meantime, I was waiting for the day when I could get behind the wheel of anything that ran and had four wheels.

Part II: (Remembering My Friend Johnny Johnson)



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ME AND MY SHADOW

STORY AND PHOTOS BY ROSE MARY SPICUZZA

My 1978 Cadillac Coupe DeVille is known as "**Shadow**" (formerly known as "The 78"). Her first owner was Jerry, my long time companion of 15 years who passed away suddenly four years ago. He always referred to her as "The 78". He also had a 1985 Eldorado Biarritz, that I named "The Princess" (another story) but "The 78" was his pet and my favorite, too. I would tease him and say, "When I die, I want to be reincarnated as "The 78". It was our standing joke.

"**Shadow**" is the name I have affectionately given her and it was not a difficult choice. Whether I am driving her, at a cruise night, taking care of her or even just looking at her, I know Jerry is always there with me. He is my "**Shadow**". Now for the rest of the story of her name. In May of 2005, I finally received title to her after a four-year grueling legal fight. I would not give up regardless of the consequences until she was mine. It would be fitting to describe this as a child custody battle.



Jerry with "The 78"

Through my determination to get her, my main objective was to keep her hidden. I am not sure if you are familiar with any of the songs by Johnny Cash? There is one song in particular that describes perfectly the four years it took to get her. The name of the song is "I've Been Everywhere." "**Shadow's**" four years were spent just about "everywhere" in the state of New Jersey and New York. She spent her time in barns, warehouses, garages, and camouflaged under a tarp in a cornfield. In other words, there was no chance she would be found. Even I did not know where she was - that is how I wanted it. If not for my nephew, who is a mechanic and had access to a flat bed, I am not sure what the outcome would have been. **Therefore, as you see, she was always hiding in the shadows.**

Many have asked about the horseshoe that used to be on her grille and if there is a story connected to it. We lived on a horse farm and had, at the time of the incident, 16 horses. Every now and then, we would have a breakout. At the sound of a cracking fence board and thundering hooves, you knew you had one. Now you have a number of extremely delighted horses running free with their tails in the air, bucking, kicking, and enjoying every minute until finally caught. The first thing was to close the gate that leads to the street then catch the horses. Fortunately, not all 16 horses were kept in one paddock. On this eventful day, the horses that broke out were in the same paddock with my horse Hank. Hank was a Palomino Quarter Horse and a spirited one at that. When he was involved in a breakout, he was the most difficult to catch, only allowing himself to be caught when it suited his purpose. As far as the others, the sight of a feed bucket meant "**eats**" and the horses were yours. Hank was shrewd and well past the old feed bucket trick. Poor "**Shadow**" was parked on the lawn in front of the house. While the workers were catching the horses, guess who comes running from the side of the house full throttle bucking and kicking heading in "**Shadow's**" direction? You got it - Hank! I could see it coming and from my vantage point, this was not going to be pretty. Hank flies by "**Shadow**" and WHACK, he cow (side) kicked the car in the left rear panel and kept on going.



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"Shadow"
1978 Coupe Deville

Jerry looked at the car and then I saw the look on his face and I yelled to Hank, as if he could hear, "HANK! RUN, RUN, AND KEEP RUNNING!!" Jerry looked at me and said "That *@\$%*# horse of yours." I realized that it was not my fault that my horse kicked "**Shadow**", but in light of his mood, it was best that I kept quiet. An hour or so had gone by, it was now feeding time for the horses. Hank decided he had played enough and sashayed into his stall by himself, as if he just finished a hard day's work and was ready for dinner.

Jerry spent the remainder of the evening with "**Shadow**" and a rubber mallet. He managed to bang out most of the dent, but if you kneel down and look at the car's left rear panel, you can see part of the dent that he could not get out. The following week Hank was due to be shod. When the blacksmith removed his shoes, Jerry immediately took the shoe that Hank kicked Shadow with and he put it on her grille. That is the story of the horseshoe on the grille. I have since removed it, but it is now on display inside the car along with the rest of her jewelry.

My final story of Jerry, "**Shadow**" and me is somewhat embarrassing for me, but I find humor in it NOW. Some of the fellows might enjoy it, but I think the women may have a different view of the story. It was a Saturday night and we were driving on the back roads in Howell, NJ. This particular road was dark and not well traveled. All of a sudden, "**Shadow**" started losing speed. I could feel her shudder and then we came to a dead stop. We had run out of gas! Jerry and I had been together for a few years by this time so the running out of gas was not intentional. Cell phones were non-existent. We had to wait for help. Then we saw a rack truck coming down the road. Jerry flagged him down and explained our plight. I did sense a peculiar odor about this truck. The driver was more than willing to help since he had a gas can in his truck.



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Jerry looked at me and said, "Go with him to get the gas!" I glared at him and said, "You go!!!" He stood his ground and said, "You go, I have to stay with the car!" I could not believe he told me to go with this man and he stayed to watch the car. Instead of spending the rest of the night in a "no, you go marathon" and possibly losing the chance to get gas, I went. Remember the strange odor I mentioned? **Well, this man was a pig farmer and transported his pigs in that truck!** We got the gas, said thank you to our pig farmer friend and off he went.

I am ready to get in "**Shadow**" and Jerry says to me "What stinks?" I said, "I DO! DO YOU WANT ME TO WALK HOME TOO?" He made a wise decision by not saying another word. It was a long and quiet ride home that evening. However, the next day he bought me flowers with a card attached saying "We are sorry, Love Jerry and "The 78". By the end of the day, all was forgiven and we did enjoy a few laughs, even years after.

In closing, the long and bewildering time spent to get "**Shadow**" I would do over again without a second thought. No one else was going to get her. There were times when chances looked grim for me ever getting her - I even thought about destroying her. I had no title and could do nothing with her. Would her fate would be to sit and rot away or be sold? I knew what the possibilities could be; see her turn into a rust bucket, be sold and turned into a low rider or have some yahoo put steer horns on her to look like the Cadillac that Paul Williams drove in Smokey and the Bandit? NEVER!!

"**Shadow**" and I have quite a bit of history between us. Even though she is an inanimate object, she has comforted me since the time I got her. The car has helped me take my mind off other things and makes me happy! She is very special to me and I do love her!

***Rose Mary Spicuzza lives in Spotswood New Jersey
and provides Membership Support for the Raritan River Region.***

Story originally published on the Raritan River Region's website



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CADDIE CLASSIFIEDS

Cars For Sale

1932 LaSalle 345-B 5-passenger sedan, body style 32-659, body no.1209 – Extremely original car (even has original pinstriping) that has been in long-time storage – Last registered in 1974 – Indicated mileage 78,000 – Running condition – Has build sheet from Cadillac Historical Services – For more info, contact Mike Smith at Classic Auto Body in York, Pennsylvania at 717-764-5657

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

1976 Eldorado Convertible – Beautiful white numbers matching Eldo Convertible ready for spring tours and show season – Just out of the restoration shop with less than 100 miles since completion – Newly rebuilt and balanced 500 c.i.d. engine with a three year warranty and guarantee that is completely transferable to new owner with all guarantees intact – Additional \$17k spent on recent mechanical updates (receipts and guarantees are documented) including new leather interior, new top, new correct tires, detailed engine and rust-protected chassis – Will be a trouble free show or go car for decades to come – www.clcpotomacregion.org/76cadillacforsale.htm for pictures – **Asking \$21,500 or best offer** – For more information, contact George Boxley at 301-261-5634 or georgeboxley@verizon.net – 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

1979 Seville – 125K miles – Very good condition – Garage kept and regularly serviced and maintained by Cadillac dealership – Recent service includes rebuilt A/C, new brakes, new alternator, new computer, tune-up, new battery, reconditioned gas tank and new fuel pumps – Leather interior is in nice condition and tires are in good shape – <http://www.clcpotomacregion.org/79cadillac3forsale.htm> for pictures – **Asking \$6,500 obo** – For more info, contact Irving Custis at 301-292-7655 – Car is located on Maryland's Eastern Shore

Waterfront Home For Sale

6031 Melbourne Avenue Deale MD 20751 – This extraordinary home features an endless view of the Chesapeake Bay – 4 Bedrooms, 1.5 Baths with sliding glass doors that lead to a wraparound country porch – Master Bedroom has a sitting area with a spectacular view – AA6103880 – YOUR PRIVATE RETREAT!! – www.clcpotomacregion.org/homeforsale2.htm for pictures – **Price Reduced to \$849,000** – For more info, contact George Boxley at 301-261-5634 or 410-867-2147

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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