



# Cadillac & LaSalle Club

## Potomac Region

### Caddie Chronicle

## January 2011



### DIRECTOR'S MESSAGE BY VINCE TALIANO

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STEVEN SISSON

Special thanks to George & Rita Boxley for hosting our Annual Holiday Gala. In spite of the persistent rain, over 35 club members and their family members attended the event. We would like to acknowledge Charles Harbaugh who traveled with his daughter and grandson over 100 miles from Winchester, VA to join the fun. Other long distance Holiday revelers were Harry & Carol Yarnell from Perryman, MD and Jim & Brenda George, along with Jim Cross, who traveled together from Haymarket, VA. Thanks to everyone who brought food and beverages to share at this wonderful Holiday gathering.

Congratulations to Sandy Kemper whose article on the City of Rockville's Antique and Classic Car Show in the November issue of the *Caddie Chronicle* was the basis for the report by David Traver Adolphus in the "Club News" section of the February 2011 issue of *Hemmings Classic Car*. Word on the street is that the *Hemmings'* editors were impressed with the size of the show and hope to be able to attend Rockville this coming fall.

There was a great article in the December 17th issue of *The New York Times* titled, "*A Time Traveler With Tailfins*". It is the story about crossing the country in a Cadillac convertible, a 1958 Cadillac Eldorado Biarritz to be specific. The trip originated in Ocean City, MD and ended in Fort Collins, CO. The article includes quotes from Lars Kneller, CLC President. To read the piece, visit the link below:

<http://www.nytimes.com/2010/12/19/automobiles/collectibles/19CADDY.html?pagewanted=1&r=2>.

Our condolences go out to Bob Norrid and Jack McClow on the recent passing of Bob's mother, Jeraldine Elizabeth Norrid. "Jerry", as she was known to us, was a lot of fun. She had a terrific sense of humor and loved to spend time with my black lab Spencer. She attended the All-GM Show in Rockville this past summer and at 92-years-old was probably the oldest spectator at the show. Jerry will be greatly missed by everyone that knew her.

We also offer our condolences to Sandy Partridge whose mother recently passed away as well.

*Vince Taliano*



# ***Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2011***



## ***IN THE NEWS: STOLEN 1959 CADILLAC CONVERTIBLE DECEMBER 17, 2010***

Snohomish County Police Department  
Washington State

Deputy Reavis, from the Whitman County Washington's Sheriff's Office, called Snohomish County Washington asking for some help in locating a rare stolen red 1959 Cadillac convertible with a white top (Washington State License Plate# KAH 277 and VIN# 59FO68804)

The reason he called is that this sort of vehicle is so rare and unique, that it immediately attracts the attention of car buffs. A witness claimed that he saw this very vehicle on SR 9 being towed on a flatbed tow truck which turned onto



Cathcart Way, just north of Clearview, Washington on October 27, 2010. The witness wasn't sure of the name of the tow but he thought it was "R & R towing" and that he thought it was a pretty beat up tow truck hauling a piece of history, a red '59 Cadillac Convertible with a white top. The witness recently learned that such a vehicle was reported stolen from Whitman County and this led to Deputy Reavis calling for some help in the Puget Sound area.

Anyone who has seen this stolen Cadillac or knows more about "R & R" towing please call one of the officers below. If the Cadillac is moving, get the license number if possible and call 911.

Thanks.

Detective Terry L. Haldeman  
Snohomish County Auto Theft Task Force  
Snohomish County Sheriff's Office  
3000 Rockefeller Ave M/S 606  
Everett, WA 98201-4060  
425-388-6068

Sergeant E.J. Swainson #207 WSP  
Snohomish County Auto Theft (SNOCAT) Task Force  
425-388-6074

Deputy Paul Reavis  
Whitman County Sheriff's Office  
509-397-6266

Detective James H. Scharf  
Snohomish County Sheriff's Office  
Major Crimes Unit Cold Case Team  
3000 Rockefeller Ave M/S 606  
Everett, WA 98201-4046  
425-388-3841



# **Cadillac & LaSalle Club**

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**IN MEMORIAM: DON MAGEE**  
**SOURCE: THE MONTGOMERY NEWS AND VINCE TALIANO**  
**PHOTOS BY FRANKLIN GAGE**

Don Magee, long-time member of the CLC Valley Forge Region, passed away on December 17, 2010 at his residence. He was 70. He was the beloved husband of 50 years to Carol G. Walton Magee.

Don & Carol, pictured right, were the first CLC members to register for the 2009 National Driving Tour hosted by the Potomac Region. As a token of our appreciation, a gift was sent to the Magees. They participated on the tour in their 1960 Series 62 Convertible (pictured bottom right).

Born in Philadelphia, Don was the son of the late Russell and Marion Fredericks Magee and father of the late Michael W. Magee. He was a resident of Abington, PA for 45 years. He graduated from Cheltenham High School and attended Temple Technical School. Don began his career as a carpenter and was a member of the Carpenter's Union for over 48 years.

He enjoyed antique cars and was a member of the Antique Automobile Club of America, Chrysler Club of America and the Down the Road Cruisers, in addition to the CLC. He also enjoyed model trains and was a member of the Train Collectors of America.

Don was also very proud to have been one of the founding members of the Macoby Creek Center in 1996; a group home which served those with special needs. More than anything, Don truly loved spending time with his two special needs children, going to car shows, watching the birds in his back yard and being in the sun on the beach in Cape May.

In addition to his wife, he is also survived by his loving daughter, Donna L. Magee, and his dear sister Diana B. Duggan. Our sincerest condolences go to Carol and the Magee family.







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#### 2011 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Jan 17 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Silver Diner Merrifield VA	Vince Taliano at 301-258-8321 or <a href="mailto:vincetaliano@clcpotomacregion.org">vincetaliano@clcpotomacregion.org</a>
Jan 17-23 Mon-Sun		Barrett-Jackson Auction	Scottsdale AZ	<a href="http://www.barrett-jackson.com/events/scottsdale/">www.barrett-jackson.com/events/scottsdale/</a>
Jan 22 Sat	7:00 am – 1:00 pm	AACA Bay Country Region's Winter Parts Meet	Cambridge MD	Ed Nabb at 410-228-5252 or <a href="mailto:hhnabb@bctv.net">hhnabb@bctv.net</a>
Feb 10-12 Thu-Sat		AACA Annual Meeting	Philadelphia PA	<a href="http://www.aaca.org/">http://www.aaca.org/</a>
Feb 18-20 Fri-Sun		Atlantic City Classic Car Show & Auction	Atlantic City Convention Center Atlantic City NJ	G. Potter King, Inc. at 800-227-3868 or <a href="http://www.acclassiccars.com">www.acclassiccars.com</a>
Feb 20 Sun	2:00 pm – 4:00 pm	Potomac Region Monthly Meeting	Snyder's Restaurant Linthicum MD	Vince Taliano at 301-258-8321 or <a href="mailto:vincetaliano@clcpotomacregion.org">vincetaliano@clcpotomacregion.org</a>
Mar 12	7:00 am – 3:00 pm	38th Annual AACA Chesapeake Region Antique Auto Parts Flea Market	Howard County Fairgrounds West Friendship MD	Tom Young at 410-653-3108 or <a href="mailto:tbirdtom@comcast.net">tbirdtom@comcast.net</a>
Mar 18-20 Fri-Sun		CLC Southern California Region's 2nd Annual Agua Caliente Casino-Resort-Spa Car Show & Weekend Event	Rancho Mirage CA	<a href="http://www.caditalk.com">www.caditalk.com</a> or <a href="mailto:webmaster@caditalk.com">webmaster@caditalk.com</a>
Mar 21 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Silver Diner Merrifield VA	Vince Taliano at 301-258-8321 or <a href="mailto:vincetaliano@clcpotomacregion.org">vincetaliano@clcpotomacregion.org</a>
Mar 25-26 Fri-Sat		41st Annual AACA Sugarloaf Mountain Region Parts Meet	Frederick Fairgrounds Frederick MD	Robert Clubb at 301-831-0300 or <a href="mailto:smraaca@aol.com">smraaca@aol.com</a>
Apr 7-10 Thu-Sun		AACA Eastern Spring Meet	Charlotte NC	<a href="http://www.aaca.org">www.aaca.org</a>
Apr 18 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Capitol Cadillac Greenbelt MD	Vince Taliano at 301-258-8321 or <a href="mailto:vincetaliano@clcpotomacregion.org">vincetaliano@clcpotomacregion.org</a>
Apr 27- May 1 Wed-Sun	Gates open daily at 7:00 am	Spring Carlisle	Carlisle PA	717-243-7855 or <a href="http://www.carsatcarlisle.com">www.carsatcarlisle.com</a>
Apr 30 Sat	10:00 am – 2:00 pm	3rd Annual New York / New England Inter-Regional Spring Meet	Black Horse Automotive Services Bridgeport CT	Dave Rubin at 845-225-5990 or <a href="mailto:david.rubin@brewsterhillins.com">david.rubin@brewsterhillins.com</a>
May 15 Sun	9:00 am – 3:00 pm	20th 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 16 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Silver Diner Merrifield VA	Vince Taliano at 301-258-8321 or <a href="mailto:vincetaliano@clcpotomacregion.org">vincetaliano@clcpotomacregion.org</a>
Jun 4 Sat	9:00 am – 3:00 pm	CLC Central PA Region's 22nd Annual Spring Show	Kelly Cadillac Lancaster PA	Art Archambeault at 717-557-6974 or <a href="mailto:jandainpa2002@yahoo.com">jandainpa2002@yahoo.com</a>
Jun 8-12 Wed-Sun		CLC National Driving Tour Hosted by the North Texas Region	Texas Panhandle	Ruby Hubbard Musser at 817-795-2032 or <a href="mailto:bobm@cowtown.net">bobm@cowtown.net</a>
Jul 9 Sat		5th Annual CLC Inter-Regional Meet	AACA Museum Hershey PA	Art Archambeault at 717-557-6974 or <a href="mailto:jandainpa2002@yahoo.com">jandainpa2002@yahoo.com</a>
Aug 10-13 Wed-Sat		CLC Grand National Meet Hosted by the Central Ohio Region	Columbus OH	<a href="http://www.2011clcgn.org">www.2011clcgn.org</a>



# ***Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2011***



***CAR OF THE WEEK: 1965 CADILLAC SEDAN DEVILLE  
OLD CARS WEEKLY  
DECEMBER 08, 2010  
STORY & PHOTOS BY BRIAN EARNEST***

***[Editor's Note: Special thanks to Angelo Van Bogart, Editor, Old Cars Weekly, for granting us permission to reprint this story.]***



Bob Mayer makes no bones about it: he loves original automobiles. Low-mileage, unrestored, intact cars are right in his wheelhouse. The well-known, retired Miami television newsman has had his share of such cars in the past, but he's never had one that was as stunningly original as the sweet 1965 Cadillac Sedan DeVille that he uncovered — literally — last spring. He's also never had a car that was so dirty and ... uh ... aromatic as the hulking Caddy. Fortunately, Mayer doesn't mind putting up with a little cleaning and elbow grease when it comes to his cars, especially when the diamond that needs to be polished is as flawless as his '65 DeVille.

"Well, it was filthy, but I've always been able to see through dirt and see through detailing," said Mayer. "I knew I could make this car look good."

Of course, it isn't overly surprising that a car with only 24,000 original miles on the odometer could be in fantastic shape. The question is how such a beautiful car sat untouched in a cramped garage for 27 years without moving an inch. The slumber was so lengthy and so strange that it almost scared Mayer away from even coming to look at the car. Almost.

"Well, I saw the ad for the car, but I didn't go look at it at first. I let it sit there for, I dunno, a month or 6 weeks because I was just never involved in getting a car that didn't run," Mayer said. "And it was made clear that this car didn't run in 27 years. But I kept seeing the ad, and I said, 'You know what, I'm going to see if I can call this guy and see where he is and if maybe I can get somebody to look at the car. ...[Finally] I decided to go look at the car, and I took a battery charger and jumper cables and compressor to blow up the tires — I took a whole bunch of stuff with me."





# ***Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2011***



“When he took the car, opened up the garage door and it was dank and smelly and you could tell that no one had been there in a long time. The house there was empty. The man’s mom had lived there but she had been put in nursing home ... When he opened the garage, there was a strong mildew smell. But then he turned on the light and it looked like a brand new car! ... It was in this cramped garage. It had barely had 2 or 3 inches clearance around the car. I asked if I could get the car outside, so the two of us pushed the car back, got it outside and my jaw dropped. It was just spectacular.”



Within a few minutes, Mayer had the jumper cables hooked up from his car to the tired old Cadillac so he could check some of the accessories and the car’s electrical system.





# **Cadillac & LaSalle Club**

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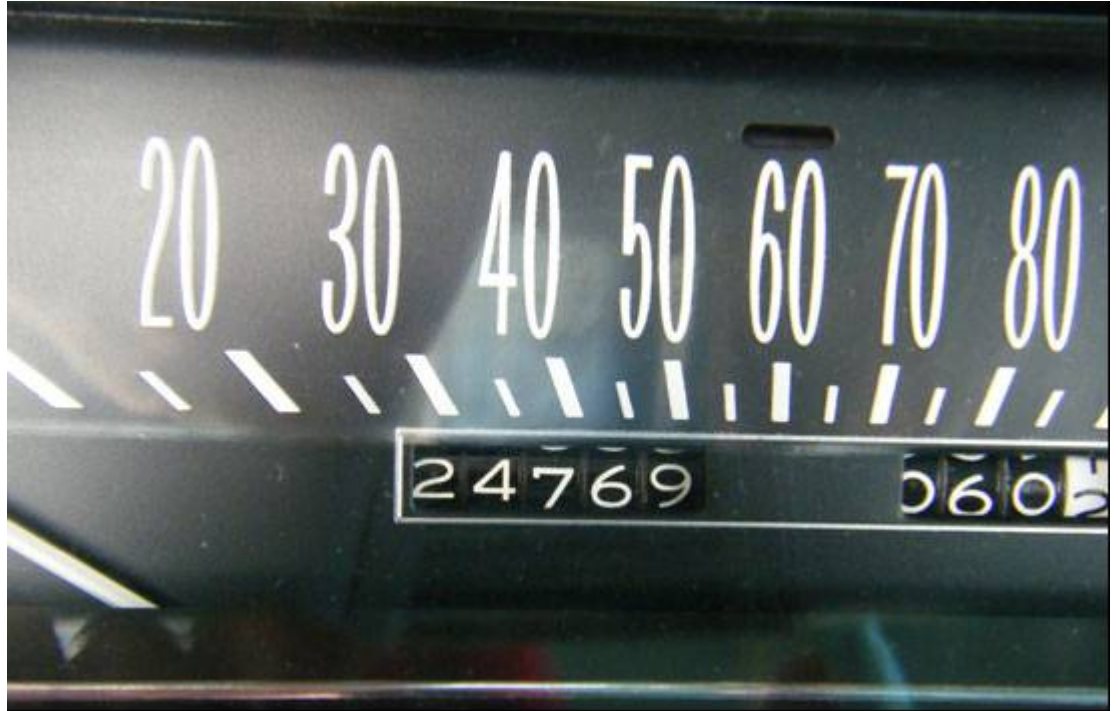
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"I didn't try to start the car, which was probably a good thing, but I hooked up the battery to the battery on my '06 Cadillac and we started testing things, and to our astonishment, everything worked! We were both totally astonished. I turned on the radio and it turned right on. I couldn't get a station, but then I remembered the station tuner — if you pushed it in the antenna goes up. So I pushed it in and wallah, the antenna goes up, and it starts playing! The six-way power seats worked, the turn signals, everything worked on the car. And at this point I'm started to get excited."

The original owner of the car was no doubt excited about the car when he first laid eyes on it, too. The big sedan was ordered in October of 1964 and picked up as a "VIP delivery" at the Cadillac headquarters in Brooklyn, N.Y. on March 15, 1965.





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The car's window price was \$6,898.65, but the first owner paid only \$6,086 — perhaps getting a discount because of the long delay. After such a long wait for his car, the man apparently showed great restraint in his use of the Caddy, accumulating just 24,000 miles over the next 17 years before he died in 1983. "These VIP purchases, if you knew somebody, you could do back then. You could pick the car up at the factory," Mayer said. "In the owner's manual, where it lists selling dealer, it says Cadillac Motor Division."

"But for the original owner, this was not just a car to him. He definitely babied it. He only drove it on the weekend. He had another car that he drove for work and during the week." And when the man died, his widow was clearly in no hurry to let anybody else have his car. "She had the battery removed and didn't let anybody near the car," Mayer said.

The lovely blue and white Cadillac was one of 45,535 hardtop four-door DeVilles built for the 1965 model year. The DeVilles were also available as four-door sedans, two-door hardtop coupes and two-door convertibles, with the two hardtop models being by far the most popular with new car buyers of the day.

The Cadillacs received some dramatic styling changes for 1965. Gone were the last vestiges of the tail fins that once defined the cars. The body lines were more sharply defined, the bodies were slightly wider, and the engines were moved forward six inches on new perimeter frames. And up front was perhaps the most obvious change — the stacked headlights. The vertical arrangement was all new and would last for four model years before the side-by-side look returned for 1969.

The DeVilles continued with a wheelbase length of 129.5 inches, and the holdover 429-cid, 340-hp four-barrel V-8 was back under the hood. The 1965 model year marked the 16th year for the nameplate in the Cadillac menu. In 1965, the Series 62 name was discontinued and the Calais name was used in its place. The DeVille rested between the base Calais and top-end Fleetwood line-up."

Mayer had never owned a 1965 DeVille before, but he had definitely found one he wanted. The question then was how much was the car worth? It definitely wasn't drivable, and the effects of such a lengthy slumber were unknown. "I pulled the gas cap and whoa! That was probably the strongest varnish smell I ever smelled," Mayer said. "Of course, this did present a new set of problems, because I knew that some other things that would have to be done."

"I tried to buy the car real cheap, but he wouldn't hear of it. So I waited a couple of weeks, and in the meantime I talked to my mechanic ... He said he wasn't concerned about getting the motor running. Those big 429 motors should be fine, but he rattled off a lot of things I would have to do to it, starting with the gas tank. He read off just a litany of parts and labor scenarios. But I decided to try again to buy the car. It had been on eBay, but he didn't get a single bid on it. People were scared off because it hadn't run in so long.





## ***Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2011***



"I finally told the guy, 'This is a magnificent car, but it has been so neglected. I can't give you what your asking for it' ... but we eventually worked out a deal." Fortunately, the engine was not frozen, and Mayer's mechanic had the car running in short order. "We had to use a gas can for the gas, because of the problems with the gas tank, but it really ran pretty nicely before he did anything else. Even the carburetor — it was on the list of things to do — but he basically just had to clean it. We didn't even replace it."



Mayer eventually replaced the radiator core, gas tank and fuel lines, sending unit, brake and wheel cylinders, master cylinder, all of the belts and hoses and the tires. "I was able to save the A/C hoses — they are still original," he said. "And the compressor is actually the original compressor. It still had a charge after 27 years! Not much, but it had a charge. Now, it's blowing ice cold air."

One of the biggest challenges, he said, has been ridding the car of the moldy smell that had settled in after so many years in a tiny garage. The Cadillac looks like a new car, but doesn't exactly smell like one. "At this point, I'm open to suggestions," he said with a laugh. "I've literally washed the carpet three times to try to get the smell out, and get rid of that 'mist' that sort of settles on the interior."

Mayer has replaced some rubber around the windows, but he doesn't foresee any other repairs in the Caddy's immediate future. He's had the car on the road for several months now, and so far it has passed every test. "My wife and I drove it down to Homestead for breakfast the other day. Driving it was just like going back in time!" he said. "I've been collecting cars for 30-plus years. I've got seven cars and I've never had a car this original and this nice. It's just amazing. It runs just like a new car."



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"And this car is probably the most documented car I've ever had. Even though [the owner] died 27 years ago and even though she was a little over the top about letting anybody near the car, she saved all the documentation. I've got the window sticker, all of the owner's manuals and paperwork, the protector plate with the father's name on it ... Everything that you could possibly get when you get a new Cadillac was in a folder, and I love that kind of stuff!

This thing is a passion of mine. If I'm not working, I'm busy with my cars. I don't do any major mechanical work, but I love being with my cars."

Mayer is planning on another special trip soon — back to see the family that had watched the car sit for so long. "I called him and said I was going to come up and take his family out. I'm sure they'll be very excited to see the car," he said. "This car was always in his life, so it was an emotional thing to let this car go. I'm gonna take the guy and his family out to breakfast so they can see it again back on the road."

Mayer figures the car will make its big show debut not far from his home in Homestead, Fla., for the AACA Winter Meet March 4-5. He doesn't usually get too hung up on show awards, but admits he hopes the judges appreciate the Cadillac half as much as he does. "I'm looking forward to entering this car in the Survivor class (AACA's Historic Preservation of Original Features class)," he said. "I've never entered a car in the AACA Nationals in Survivor, and I think this car is a shoe-in to get an award in this category. The only things that aren't original are the tires! "I've told the story of this car a million times, but it's kind of exciting to tell people that I brought it back. I get to feel responsible for resuscitating this car and giving it life again."





# **Cadillac & LaSalle Club**

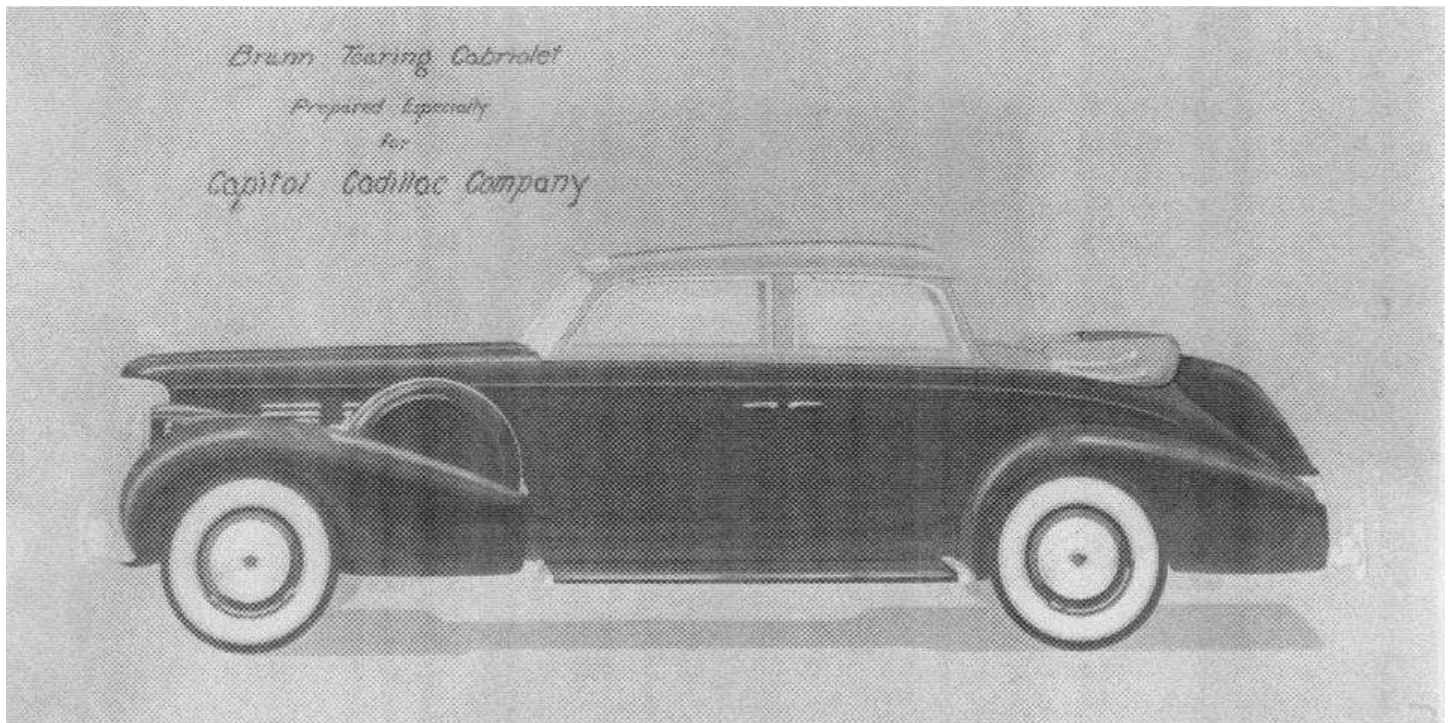
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**1938 CADILLAC BRUNN TOURING CABRIOLET  
PREPARED ESPECIALLY FOR CAPITOL CADILLAC COMPANY  
SOURCE: DETROIT PUBLIC LIBRARY NATIONAL AUTOMOTIVE HISTORY COLLECTION**



Our friends in the CLC Motor City Region were researching a car at the Detroit Public Library, Automotive History Collection, when they came across this photo. It is a drawing of a 1938 Cadillac Brunn Touring Cabriolet prepared especially for Capitol Cadillac Company of Washington, DC. Below is the text on the back of the photo:

"Cadillac – 1938"

Brunn & Co. – Buffalo  
Touring Cabriolet (Design #3181 Dated 9.1938)  
Proposal for 1938 Cadillac V-16 (Series 90) Chassis  
Drawing by H.C. Brunn

Note such 1938 Series 90 identifying features as the bumper ends, and the running board ends.

Beginning with a "spec" mounted on a 1936 Lincoln "K" Chassis, Brunn built a number of the Touring Cabriolet bodies; these were mounted on Lincoln "K" 1937-39, and on Packard Twelve 1938-39.

**[Editor's note: Special thanks to our friends in Detroit who scanned and emailed the image to us for inclusion in our newsletter.]**



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**WAS GENERAL GEORGE S. PATTON ASSASSINATED SIXTY-FIVE YEARS AGO?  
STORY BY ROBERT K. WILCOX  
PHOTOS BY FRANK JARDIM, CHARLES LEMONS AND ROBERT K. WILCOX**

*[Editor's note: In March 2008, we published a story on General Patton's Cadillac based on material and photos provided by The Patton Museum in Ft. Knox, Kentucky. The Museum claims that its car is the one in which Patton was injured, but there exists some controversy as to whether it is the same car. This story presents the point of view that the car is not the same one, and the views expressed in this story are solely those of the author, Mr. Robert K. Wilcox, and do not necessarily represent the views of the Potomac Region of the Cadillac & LaSalle Club. Thanks to Mr. Wilcox, author of "Target: Patton: The Plot to Assassinate General George S. Patton", for granting us permission to print this story. The book is available at bookstores, Amazon and all other outlets. The paperback is newly out and has the most information. For more information, visit [www.robertkwilcox.com](http://www.robertkwilcox.com).]*

Sixty-five years ago, on December 21, 1945, America lost one of its greatest champions of liberty – Gen. George S. Patton, Jr., a largely unsung hero today of the Liberal-Conservative battles that have raged in America most of this century. There is evidence he was assassinated.

Patton, perhaps America's greatest fighting general, died twelve days after a mysterious vehicle accident outside Mannheim, Germany, December 9, 1945. He was the only person injured. Sitting in the rear of a chauffeured Cadillac limousine with an aide beside him, Patton suffered a broken neck when a two-and-a-half-ton US Army truck suddenly veered into the Cadillac's path without signaling. Patton's driver, who couldn't avoid the crash, would later privately tell his son that the truck had been waiting for them on the side of the road as they'd started up from a railroad track stop. All on-scene reports and military investigative reports of the incident have vanished.

Patton when he was injured on that fateful Sunday was just a day away from leaving Europe for good. During and after the war he'd angered the Roosevelt Administration with his antagonism toward the Russians. FDR, believing the Soviets crucial to maintaining world peace, wanted them appeased and had acquiesced to their domination of Eastern Europe at Yalta. Patton, an ardent anti-communist who foresaw the Iron Curtain descending over Russian-occupied countries, wanted to fight them; in effect, start World War III. "We've kicked hell out of one bastard (Hitler)," he lamented, only to "help establish a second one (Stalin)...more evil and more dedicated than the first."

"Enough twists and turns to satisfy the most demanding murder-mystery fan with the added bonus of historical possibility"  
-Doug McIntyre *KABC Radio/Los Angeles Daily News*

"A terrific book...bringing to light new evidence and raising serious questions...a fascinating read"  
-Paul E. Valley, Major General, U.S. Army (Ret.) Chairman, Stand Up America USA Co-author of *Endgame: The Blueprint for Victory in the War on Terror*

"I had heard a version of this tale based upon German villainy, but never with the detail and matter-of-fact persuasion in TARGET: PATTON...Exhume the corpse. End the debate."  
-John Batchelor, host WABC, WMAL, KSFO, KFI

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**A Cadillac similar to that in which General George S. Patton was traveling when struck by a waiting 2.5 ton U.S. Army truck**

By late 1945, with the like-minded Truman continuing FDR's pro-Kremlin policies, he was the lone, high-ranking voice against the Democrat administration's foreign policy. His bosses, political and military, no longer needed him to win battles and had exiled him to an almost meaningless command. He was angry. And, on the eve of the crash, Patton was vowing to reveal "blockbusting" secrets about the war, including how badly, in his view, it was conducted by Gen. Dwight Eisenhower, and to rally Americans against the Soviets

when he arrived home, possibly even run for office. Patton, in late 1945, was high on the list of most popular Americans and the loudest critic of the Left's love affair with the Soviets, who had clandestinely infiltrated the White House and other top US government branches and were manipulating them for communist aims.

We now know how extensive this infiltration was through the "Venona" revelations. "Venona" was the ultra-secret US deciphering of Russian codes at that time that only recently was declassified. It details the Russian spying in America but had just started when Patton was injured. While the driver and passengers of the truck that hit him mysteriously disappeared – as did the sergeant driving the jeep leading his limousine – Patton was taken, already paralyzed, not to the nearby Mannheim hospital, but to Heidelberg where it was assumed he would die soon. But Patton rallied and was soon deemed fit enough to withstand a grueling trans-Atlantic flight home. On the eve of that flight, however, he had a sudden and unexpected relapse, dying from a spate of embolisms that migrated to his lungs, stopping his breathing. Although he was the highest ranking general in Europe at the time, he had uncharacteristically requested a guard be posted outside his room. After his death, rumors immediately circulated that he'd been assassinated. Curiously, there was no autopsy.

Patton had suffered clots years before but not in such profusion or so deadly. His wife, Beatrice, had enough doubts that she hired private detectives to investigate her husband's death. But officials hurriedly pronounced the December 9 crash accidental and Patton's death natural. Since then however two key witnesses emerged to claim that the general was assassinated – and in a unique way: a vehicle accident followed by a lethal drug dose. This method of assassination was used by many clandestine services—particularly the Russians. Stalin preferred it. It raised little suspicion at the time. And if the road job was botched, it could always be finished later in the hospital by an assassin posing as a doctor or nurse.



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Douglas Bazata was the first of these two witnesses to go public. An Office of Strategic Services (OSS) "Jedburgh" in World War II, the forerunners of the US Special Forces, he claimed that as an OSS assassin, he was asked to kill Patton by OSS chief Gen. William "Wild Bill" Donovan. The order was the culmination of a long-running plot during the war that had started as a non-lethal "stop Patton" plan. Later, in interviews with the author, he enlarged that scenario, claiming that he, along with an NKVD (Russian military intelligence) accomplice, set up the December 9 "accident," and that others – he believed the Soviets – had completed the task in the hospital.

It is not well known except amongst certain historians that Donovan forged a cooperating alliance between the OSS and NKVD, beginning in 1943. And despite the fact that he was sometimes played for a fool by the Russians, whose spies already riddled the OSS and therefore the NKVD did not need the cooperation, he continued working with them throughout the war and after.

The other witness was Stephen J. Skubik, a Counter Intelligence Corps (CIC) agent attached until war's end to Patton's armies. Afterward he continued working as a CIC agent among Soviet-dominated Ukrainians whom, he said, warned him that Stalin had put Patton on an NKVD hit list. Skubik, who wrote a privately-printed book entitled, *The Murder of General Patton*, claimed three top Ukrainians – General Pavlo Shandruk, Professor Roman Smal-Stocki, and the Ukrainian nationalist leader, Stepan Bandera– each separately warned him that Patton was marked for murder. But when he reported the plot to "Wild Bill" Donovan himself, instead of being grateful, Donovan had him jailed. Following Patton's death, Skubik was forced to flee Germany for fear of being murdered himself. For several years he lived in hiding in America.

These two witnesses are highly credible. Their stories mesh without either having known about the other. Bazata, who left the army as a major, was one of the most decorated Jedburghs, having jumped into, among other harrowing missions, Nazi-occupied France to help organize local resistance in preparation for D-Day. He spent 25 years after WWII in Europe as a clandestine, was a good friend of fellow Jedburgh and ex-CIA director William Colby, and ended his career as an aide to Secretary of the Navy John Lehman during the Reagan Administration.

Skubik, after emerging from hiding, rose to a top managerial position in the Prudential Insurance Company in Washington D.C., and aided Republican presidents from Eisenhower through Reagan as an expert on Eastern European affairs. Both men were vetted extensively by the author through secret documents at places like the National Archives and through interviews with those who knew them. They both died in the 1990s. But if this case were ever brought to a grand jury, it is the author's belief that their preserved testimony would be enough to get an indictment.

Even without such testimony, Patton's death remains an unsolved mystery. In the months before he died, for instance, he was involved in at least two other highly suspicious accidents. On May 3, 1945, Patton was almost decapitated when a farmer's wagon with some sort of scythe-like instrument protruding from it suddenly rolled out unattended from a side street towards his passing jeep and "missed us only by about an inch," he wrote in his diary.





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The other “accident,” just a few weeks before, on April 10, 1945, is even more suspicious. Patton was visiting units in his light observation plane when four Polish Spitfires supposedly mistook his tiny aircraft for a Nazi fighter and attacked it. While three circled and acted almost as lookouts, the fourth Spitfire made repeated attacks. If not for the ground hugging and evasion skills of Patton’s pilot, the General surely would have been killed. As it was, the attacking Spitfire couldn’t pull up after one of its steep diving attacks and crashed. The Russians by that time controlled Poland. Patton was livid, and an aide accompanying him in the plane vowed to find out what happened. But to this day, there is scant information about the attack beyond what both wrote in their diaries.



**Horace “Woody” Woodring, the driver, looking at the car after the December 9th accident**

The December 9th crash alone remains a major mystery. What was the truck doing waiting for the Patton car on the side of the road? Why did it suddenly turn without signaling into Patton’s path? The driver, Robert L. Thompson, was not authorized to drive the vehicle, and had two mysterious passengers with him “in violation of rules,” according to former intelligence agent Ladislav Farago, a US intelligence officer and author, and one of only a few who ever investigated Patton’s death.

Although the crash occurred on a remote road on a quiet, no-work Sunday morning, a large crowd of mostly military personnel quickly descended on the scene. These included: a brigadier general accompanied by a major; two sets of military police who, it is written, made official reports; a mysterious “Lt. Vanlandingham” who appears to have been a clandestine; a lone provost marshal, and various groups of helpers, all military, including a set of medical officers with an ambulance whose officer in charge opted for the lengthier trip to Heidelberg rather than nearby Mannheim.

At least two on-scene reports and three post-crash investigations are recorded as having been made – five (5) in all. But all such primary, close-to-the-crash documents have vanished. One or two being lost or misplaced is understandable. But five? That’s a cover-up. They’ve been removed – except for quoted bits and pieces that have survived as parts of other documents. Thompson and his passengers not only were not charged, they vanished, although Thompson was reported to have been whisked to London for a brief time. Years later, I tracked him. He had died but even his family said it didn’t surprise them if he’d been involved. He’d been an opportunistic black marketer in post-war Germany where in his secret dealings he’d made a “suitcase” of money.



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Similarly, the sergeant in a jeep leading the limousine to the crash, as it were, disappeared. That fateful morning Patton and his aide decided to spend the general's last day in Europe hunting, one of Patton's favorite pastimes. The sergeant was familiar with the route to the hunting grounds, carried the rifles, and had to be within sight and sound of the limousine in order for it to follow. But he never came to the crash scene. This was the tough General George S. Patton, the highest ranking general on the continent, whom he was charged with leading, and he failed to turn around and return to the crash site? It beggars belief.

The sergeant was conveniently misidentified in the official army records but I tracked him down, too. He died a strange, mysterious death after leading a life similar in several respects to that of OSS assassin Douglas Bazata.

For years The Patton Museum in Ft. Knox, Kentucky advertised that it had on display the limousine in which Patton was injured. That limousine we know from pictures and records was a 1938 Series 75 Cadillac sedan, a rare type. The author figured he would go there and examine the vehicle from the crime scene, so to speak. CLC Member and Cadillac historian Matt Larson from Detroit was invited to join him. After the examination, Matt informed Robert the Cadillac at Ft. Knox was not a 1938, but a doctored 1939. Among other details, Matt showed where the car's hard-to-find vehicle identification number (VIN) had been crudely filed off the metal chassis. Every vehicle has a VIN so it can be traced or verified for potential buyers. So if the museum's car wasn't the Cadillac in which Patton was injured, where then was that car? The author believes it was disposed of in an effort to destroy evidence.



**Photo showing where the car's hard-to-find vehicle identification number (VIN) had been crudely filed off the metal chassis**





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Since his death, a number of people in positions to know came to believe Patton was murdered. These included Lieutenant General George E. Stratemeyer, a Patton contemporary who was so convinced that he informed the FBI that if he were found dead, supposedly a suicide, it was because he was actively espousing such a view, and Ralph de Toledano, a former ***Newsweek*** editor and one of the ***National Review's*** founders. De Toledano, who died in 2007, wrote the author that Raymond Murphy, who headed the U. S. State Department's Security Department during and after the war, told him that the OSS killed Patton. De Toledano's good friend, John A. Clements, part of a secret Marine Corps intelligence operation which penetrated the Kremlin, had also told him they had learned Patton's "accident" was an OSS-NKVD hit. Lieutenant General Albert C. Wedemeyer, an aide to Gen. George C. Marshall, he of the Marshall Plan, and another of de Toledano's friends, confirmed that the Soviet's top officer, Marshal G. Zhukov, an outspoken enemy of Patton's, had pressured Eisenhower to "get rid" of Patton.

Rumors that Patton was assassinated have grown since his death. Although only a few were mentioned in this article, motives to kill him abound. It seems clear that what actually happened to him has been covered up. The disappearance of all reports and investigations from that fateful day, as well as the car in which he was injured, are strong indications of foul play. Add two credible witnesses testifying to a plot to kill Patton, the inconsistencies surrounding the accident itself, and his questionable death in the hospital, and there are compelling reasons to initiate an official investigation even sixty-five years later. Until the truth is revealed, the rumors about his accident will persist, crucial history may be lost, and an enormous crime may go unpunished. Patton deserves better.



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



Robert K. Wilcox is an author, journalist, screenwriter, novelist and historian. He specializes in military subjects and true mysteries. His latest is ***The Truth About the Shroud of Turin: Solving the Mystery***. He has written for the ***New York Times***, ***Los Angeles Times***, ***Miami Herald*** and many other newspapers and magazines. His books include ***Scream of Eagles***, ***Wings of Fury***, ***Japan's Secret War***, and the recent, ***Target: Patton: The Plot to Assassinate General George S. Patton***. He's always interested in good book or screenplay ideas. See more at [www.robertkwilcox.com](http://www.robertkwilcox.com).



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## CADDIE CLASSIFIEDS

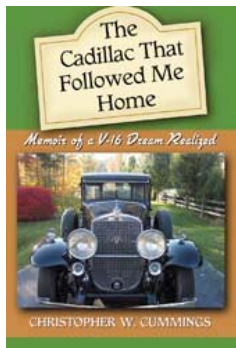
### Cars For Sale

**1972 Eldorado** – Owned and garage kept by current owner's late father since original purchase – Excellent condition – White Fisher Body with no rust and brown interior with no cracks or tears – 150K miles – Everything works and runs great – Want to sell this car to a Caddy lover, serious inquiries only – See pictures at <http://www.clcpotomacregion.org/72cadillac2forsale.htm> – **Asking \$12,500 obo** – For more info, contact Jay Manning at 202-550-6164 or [jaycmanning@aol.com](mailto:jaycmanning@aol.com) – Car is located in Centreville, VA

**1978 Sedan Deville** – Two-tone green – Original exterior paint needs repainting, some rust beginning – Green top in good condition – Excellent original green leather interior – 138K miles – Runs well – Transmission rebuilt in 2006 – Left rear brake line rusted out last fall so vehicle has not been driven since – Original owner in Westminster, MD kept it in garage until he traded it in for a new Cadillac in 2004 – Purchased by seller's son who has since moved to Las Vegas from the dealer who accepted the trade-in – No time to do the needed repairs – Looking for a Cadillac collector to restore and preserve the car – See pictures at <http://www.clcpotomacregion.org/78cadillacforsale.htm> – **Asking \$1,250** – For more info, contact Knowles Little at 301-762-6253 or [kglittle@verizon.net](mailto:kglittle@verizon.net) – Car is located in Rockville, MD

**1991 Allante** – Red with black leather and black convertible top – No hardtop - 95k – Pretty car – Ran when parked – Has been sitting in the barn for a few years - **Asking \$6,500** – For more info and photos, contact Harry Yarnell at [hyarnell1@earthlink.net](mailto:hyarnell1@earthlink.net) or 410-272-0873 – Car is located near Aberdeen, MD

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