



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

February 2011



DIRECTOR'S MESSAGE BY VINCE TALIANO

2011 OFFICERS:

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NEWSLETTER EDITOR
WEBSITE MANAGER
VINCE TALIANO

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NEWSLETTER COLUMNIST
JACK MCCLOW

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ASSOCIATE NEWSLETTER EDITOR
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SANDY KEMPER

CAR SHOW COORDINATORS
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DIANE & HENRY RUBY

TREASURER
HARRY SCOTT

ACTIVITIES DIRECTOR
NEWSLETTER COLUMNIST
R. SCOT MINESINGER

MEMBERSHIP CHAIRMAN
NEWSLETTER COLUMNIST
TOM MCQUEEN

OTHER KEY POSITIONS:

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J. ROGER BENTLEY

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HAMPTON ROADS REGION LIAISON
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VERN PARKER

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NATIONAL CLC ADVISOR
NEWSLETTER COLUMNIST
RICHARD SILLS

CENTRAL VA REGION LIAISON
NEWSLETTER COLUMNIST
STEVEN SISSON

It is with great sadness that I inform everyone that Potomac Region member Pat Cole recently passed away. Pat, along with her husband Glen, are a handful of members who attended the club's first meeting in January 1969 (pictured top right) as well as the club's 40th Anniversary celebration in March 2009 (pictured bottom right).

Our sincerest condolences go out to Glen and the entire Cole family. Pat will be greatly missed by all that knew her.



L to R Standing: George Teebay, Sue Teebay, Mike Smith, Sandy Smith, Cari Davis, Aiken Davis, Glen Cole, Pat Cole, Bryce Frey and Nancy Frey

L to R Kneeling: Ron VanGelderren and Sherie VanGelderren



L to R: Pat Cole, Henry Ruby, Diane Ruby and Glen Cole

Vince Taliano



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LETTERS TO THE EDITOR



January 2, 2011

Vince,

The 1938 Cadillac Brunn Touring Cabriolet featured in your January issue might have been designed as a Series 90 but it has a 75 grille and 75 Series hood sides. The other features mentioned are the same for both the 75 and 90 Series. That drawing appears on page 219 of Walter McCall's book titled, "80 Years of Cadillac LaSalle" and it says that it is on a '38 75 chassis. The writing on the back of the drawing saying that the bumper ends and running board are from a 1938 Series 90 was written in error. The bumpers and running boards are the same on both the 75s and 90s. So the writing on the back was probably done by someone who didn't know, and Hermann Brunn was probably given a drawing or photo of a Series 75 to do his adaptation of the Series 90 Touring Cabriolet. That particular body was used on both Lincoln K and Packard 12 Chassis and several examples still exist. No examples of that body were put on Cadillac chassis.

Terry Wenger, Sr.
St. Louis, Missouri

January 2, 2011

Vince,

The stolen 1959 Cadillac in your January issue was less than a mile from where my son lives. I forwarded it to him and he got back to me already. There is an "R&R Towing" in Lynnwood, Washington. That is where you end up when you make a left turn on Cathcart Way off SR9 and continue on.

Regarding the story on the Patton Cadillac, the dash on the car at the museum is enough alone to convince me that it is not the same car. Changing that dash may not even be possible because I remember the structure behind it that is welded in the body is a bit different between 1938 and 1939 big series cars. Even if it does fit, it would be a tremendous job to do it, and there would be no reason to do it to repair the wreck. Changing the front clip from a 1938 to a 1939 would be a logical repair at the time, but you wouldn't bother with the rear tail light trim, which is different in subtle ways between the two model years.

Brad Ipsen
Marysville, Washington



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2011 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Feb 10-12 Thu-Sat		AACA Annual Meeting	Philadelphia PA	http://www.aaca.org/
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 www.acclassiccars.com
Feb 20 Sun	12:00 pm – 5:00 pm	Old Car and Train Day	The Clement Home Fairfax VA	Clem Clement at 703-830-5597 (home), 571-239-1701(cell) or clem.clement@cox.net
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 vincetaliano@clcpotomacregion.org
Feb 26 Sat	10:00 pm – 1:00 pm	Potomac Region Visit to USA Parts Supply	USA Parts Supply 261 Industrial Blvd Kearneysville WV	R. Scot Minesinger at 703-283-2021 or rscofm@cox.net
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 tbirdtom@comcast.net
Mar 18-20 Fri-Sun		CLC Southern California Region's 2nd Annual Agua Caliente Casino-Resort-Spa Car Show & Weekend Event	Rancho Mirage CA	www.caditalk.com or webmaster@caditalk.com
Mar 21 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Silver Diner Merrifield VA	Vince Taliano at 301-258-8321 or vincetaliano@clcpotomacregion.org
Mar 25-26 Fri-Sat		41st Annual AACA Sugarloaf Mountain Region Parts Meet	Frederick Fairgrounds Frederick MD	Robert Clubb at 301-831-0300 or smraaca@aol.com
Apr 7-10 Thu-Sun		AACA Eastern Spring Meet	Charlotte NC	www.aaca.org
Apr 18 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 27- May 1 Wed-Sun	Gates open daily at 7:00 am	Spring Carlisle	Carlisle PA	717-243-7855 or www.carsatcarlisle.com
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 david.rubin@brewsterhillins.com
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 vincetaliano@clcpotomacregion.org
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 jandainpa2002@yahoo.com
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 bobm@cowtown.net
Jul 9 Sat		5th Annual CLC Inter-Regional Meet	AACA Museum Hershey PA	Art Archambeault at 717-557-6974 or jandainpa2002@yahoo.com
Aug 10-13 Wed-Sat		CLC Grand National Meet Hosted by the Central Ohio Region	Columbus OH	www.2011clcqn.org



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Potomac Region Visit to USA Parts Supply

On Saturday February 26, 2011 from 10:00 am – 1:00 pm, Potomac Region members are invited to tour USA Parts Supply in Kearneysville, West Virginia. USA Parts Supply is one of the preeminent Cadillac parts suppliers in the country. When USA Parts Supply was first started in 1990, they were the only company to offer a complete and comprehensive Cadillac Catalog. They've grown a lot since then, but they continue to be a one-stop source for classic Cadillac parts and accessories, or as they say it, **"From Bumper to Bumper, We've Got What You Need!"**

During a tour, there will be knowledgeable personnel employed by USA Parts Supply along with club members that may be able to help diagnose any problems that members' Cadillacs may be suffering. In addition, USA Parts Supply will offer discounts on parts (excluding kits such as engine re-build kits) from 5% to 10% for club members that day, plus no shipping and handling costs. As an added bonus, attendees will have an opportunity to tour a warehouse that houses a large quantity of Cadillac used parts recently purchased from a renowned collector in Texas.

The club will provide lunch for all attendees. To help with the planning for the event including the lunch order, club members will need to RSVP, if they plan to attend, by Saturday February 19th via phone or email to R. Scot Minesinger, Activities Director, at 703-283-2021 or rscotm@cox.net.



USA PARTS SUPPLY
304-724-6600
1800-872-2013
261 INDUSTRIAL BLVD
KEARNEYSVILLE, WV 25430

Visit <http://usapartssupply.com> or call 1-800-872-2013 for directions to USA Parts Supply.



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JANUARY 17, 2010 MEETING MINUTES **BY SANDY KEMPER**

PLACE: Silver Diner, Merrifield, VA

TIME: 7:30 PM

PRESIDING: Regional Director Vince Taliano

ATTENDANCE: Jeff Gurski, Richard Sills, Tom McQueen, Sandy Kemper, Harry Scott, Richard Sisson, Henry Ruby and Dan Ruby

DIRECTOR'S REMARKS: Vince thanked everyone for attending. He reviewed the 2011 meeting schedule:

Feb 20, Sun 2:00 pm – 4:00 pm	Snyder's Restaurant, Linthicum MD
Mar 21, Mon 7:30 pm – 9:30 pm	Silver Diner, Merrifield VA
Apr 18, Mon 7:30 pm – 9:30 pm	Capitol Cadillac, Greenbelt MD
May 16, Mon 7:30 pm – 9:30 pm	Silver Diner, Merrifield VA
Jun 20, Mon 7:30 pm – 9:30 pm	Hamburger Hamlet, North Bethesda MD
Jul 18, Mon 7:30 pm – 9:30 pm	Silver Diner, Merrifield VA
Aug 21, Sun 2:00 pm – 4:00 pm	Snyder's Restaurant, Linthicum MD
Sep 19, Mon 7:30 pm – 9:30 pm	Silver Diner, Merrifield VA
Oct 17, Mon 7:30 pm – 9:30 pm	Capitol Cadillac, Greenbelt MD
Nov 21, Mon 7:30 pm – 9:30 pm	Hamburger Hamlet, North Bethesda MD

SECRETARY'S REPORT: The Minutes from the November meeting were not read since they had been published and distributed to all members in the December, 2010 newsletter.

TREASURER'S REPORT: Harry distributed a Calendar Year 2010 Year End Financial Statement. He also reported for the time period from the beginning of calendar year 2011 to date. During that time, the Region's income was \$240.73 and its total expenses were \$245.39. The checking account balance as of the meeting date is \$8,296.06. The CD principal balance is \$5,803.64. At an Officers Meeting in December, the following 2011 expenditures were approved:

- Contribution to AACA Museum: renew adoption of Betty White Cadillac (\$500)
- Contribution to CLCMRC campaign (\$1,667)

MEMBERSHIP REPORT:

Tom reported that our 2011 membership is at 195 members. Our newest members are David Lewis of Hampstead, MD and Jim Kulbaski of Fairfax Station, VA. David is the owner of a 1927 Cadillac Sedan (at our *Fabulous Fleetwoods* show) and a 1941 Convertible Coupe. Jim has a 1959 Series 62 Convertible, which was recently acquired. Welcome to David and Jim!

ACTIVITIES REPORT: Vince reported for Scot Minesinger that an event at **USA Parts Supply** was in the works. More details to follow.



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1. Recently Held Events:

- **Annual Holiday Party:** Rita & George Boxley hosted the Annual Holiday Party on Sunday December 12th. In spite of the persistent rain, over 35 club members and their family members attended the event. Thanks to everyone who brought food & beverages to share. Thanks to Rita & George for their generous hospitality.

2. Upcoming PR Events:

- **REMINDER: Our February meeting** will be held at **Snyder's Willow Grove Restaurant** in Linthicum, MD on **Sun, Feb 20th at 2:00 PM.**
- **20th Annual Spring Car Show & Automobilia Auction, Sun, May 15, 2011.** Use these winter months to rummage through your garage and find items that you will be willing to donate for the auction. A list of items donated to date will appear in the March issue.

3. Other upcoming events: The following events were mentioned:

- **AACA Bay Country Region's Winter Parts Meet**, Cambridge, MD, Sat, Jan 22, 7:00 am – 1:00 pm
- **AACA Annual Meeting**, Philadelphia, PA, Feb 10-12
- **37th Annual Atlantic City Classic Car Auction**, Atlantic City Convention Center, Atlantic City, NJ, Feb 18-20

OLD BUSINESS:

- **Cadillac-LaSalle Museum at the Gilmore:** Harry announced that the Region's matching contribution campaign for the new CLC Museum in the Gilmore Car Museum Complex reached its 2010 goal of 10,000 with donations totaling \$3,333 from 16 different members. The officers voted in favor of extending the drive through the end of calendar year 2011 by matching an addition \$1,667 donated by members for a grand total contribution to the Museum of \$5,000. Also, the Museum is looking for nominations for its Board of Directors, 2011–13 term. If interested, please contact Paul Ayres, CLCMRC President, at payres@flashnet.net or 248-553-2053 or Fred Bausch, CLCMRC Vice President, at fredbausch@comcast.net or 650-592-9159.

NEW BUSINESS:

- The Officers held a meeting on December 30 at Scot Minesinger's home to discuss officers' roles and responsibilities for the upcoming year. The meeting also included a discussion of budget and finance for the coming year (see Treasurer's Report).
- The theme for this year's Fall Show will be ***Dazzling DeVilles*** featuring DeVille models from 1949-1970.

NEXT MEETING: Sunday, February 20, 2:00 PM at Snyder's Restaurant, Linthicum, MD

ADJOURNMENT: Meeting adjourned at 9:10 PM



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***1949 CADILLAC SERIES 75 CUSTOM LIMOUSINE
STORY BY RM AUCTIONS
PHOTOS BY SHOOTERZ.BIZ © 2010***



Movie stars are notorious for exceptional, custom-built motor cars, but it's often forgotten that the film studios themselves made use of the local coachbuilders for both utility vehicles and distinctive conveyances for cast and crew alike. Between 1947 and 1949, MGM Studios ordered six Series 75 Cadillac chassis from Hillcrest Cadillac, the Beverly Hills dealer. Most had the standard 136-inch wheelbase, as used on the sedans and Imperial sedans (as Cadillac called the limos), but at least one had the 163-inch wheelbase of the Business and Commercial cars, the latter being used for ambulances and other "professional" vehicles. The chassis were dispatched to Maurice Schwartz for special, wood-framed bodies. Schwartz was an Austrian-born craftsman who had learned his craft as an apprentice in his native country. He emigrated to the United States in 1910 and worked for the Fisher brothers and Willoughby and Co. before moving west to Los Angeles in 1918. There he joined the Earl Automobile Works (soon to become Don Lee Coach and Body Works) under the eye of the then relatively unknown Harley Earl. In 1924, Schwartz went to the Walter M. Murphy Co. in nearby Pasadena, where he met Christian Bohman.

Murphy closed in 1932 as the custom body business waned. Schwartz and Bohman, however, were capable and energetic craftsmen and decided they could continue in the business on a limited basis. This they did quite successfully, delivering custom Duesenbergs for Clark Gable and Ethel Mars, the candy heiress. Barbara Hutton, whose money came from Woolworth's, was another customer. Bohman & Schwartz, as their company was called, also built the Phantom Corsair for ketchup heir Rusty Heinz, the "Topper" movie car, and many other vehicles for film stars and movie studios. Bohman & Schwartz as a company was closed in 1947, but Maurice Schwartz continued in the business alone, ending as a restorer of classic cars, principally for Bill Harrah, until his death in 1961.

Visit us on the web!
www.clcpotomacregion.org



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At first glance, this car, the final one of the six MGM orders, looks like an “ordinary” Series 75 sedan or limousine. Closer scrutiny, however, reveals that the wood is more than a simple appliqué and that many of the contours differ from the Fleetwood-bodied production car as well. Schwartz clearly took the bare cowl-and-chassis from Hillcrest Cadillac and created a masterpiece from scratch.

Inspiration may have been taken from a six-door wood-bodied fastback limo that Schwartz constructed for cowboy star Gene Autry in 1947. While shorter than the Autry car and with different rear contour, it does have similar fenders and a hallmark roof rack. Like the other MGM cars, it was used for transportation of actors and support staff to and from location shoots. Some time in the 1950s, while on a trip to Big Bear Lake in the mountains near San Bernardino, it missed a turn and left the highway, rolling over and damaging the top. It was apparently simply abandoned and sat in the brush for a decade or more, its wood body deteriorating.

It was eventually purchased by Los Angeles collector Dennis Mitosinka. He transported it back to the city, with intentions of restoring it, as by now it was believed to be the only survivor of the “MGM six.” Work had not progressed very far, however, by the time a consortium of five Sacramento men bought it in the early 1980s. Al Robbins, who headed the group, was a skilled craftsman with wood. Using much of the original body for patterns, he fashioned new ash framing and mahogany panels. With the assistance of a parts car, the metal body was repaired, the roof rack reconstructed and the car painted red, rather than the original black.

One by one, however, Robbins’ partners dropped out, leaving Robbins with insufficient means to finish the job. In the late ‘80s, the car was purchased by John White’s Ramshead Collection in Sacramento. The restoration was completed by technician Bob Doyle and others on the Ramshead staff. This involved repainting the dashboard in metallic beige and fitting a complete new interior of Bedford cord with alligator trim. Hogshead carpeting was used, and final touches included MGM logos on the interior of the rear doors.



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Mechanically the car was treated to a complete rebuild by Ramshead staff, including an engine overhaul and full renovation of the Hydra-Matic transmission. This was the first year for Cadillac's groundbreaking short-stroke, overhead valve V-8 and marks a singular year for the Series 75, in which the older chassis and sheet metal were used with the new engine. Other Cadillacs had received new bodies in 1948. The new engine was instrumental in Cadillac's choice for the first Motor Trend Car of the Year Award in 1949.



The car was acquired by the most recent owner, a prominent New England collector, from the Ramshead Collection in the mid-1990s. Since that time, it has been well maintained, the wood receiving the appropriate upkeep on a regular schedule. The metal portion was repainted from red to the attractive dark green it now wears. All mechanical systems have been serviced as necessary, and the car runs and drives exceedingly well. It was honored at the Meadow Brook concours a few years ago and turns heads wherever it goes.

Tinseltown is famous for special cars, from conservative to the outrageous. This Cadillac, with traditional wood heritage and Maurice Schwartz craftsmanship, is one of the nicest of the genre, and as the sole survivor of its MGM stable-mates, it comes with a most intriguing provenance.

The car was recently offered at RM's Arizona sale on January 21st. It sold for \$297,000.

Special thanks to Chris Cummings who obtained permission from RM Auctions to print this story.



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2011 CLC WINTER BOARD MEETING STORY BY JACK MCCLOW PHOTOS BY MARTINA BUTLER, CLC WEBSITE AND JACK MCCLOW

I have just returned home from the CLC Winter Board Meeting in Quincy, Massachusetts. This was my eighth consecutive winter board meeting, and every single one of them has been as different from the one before as can be. And this year it was certainly no different. Last year we had beautiful sunshine and the balmy breezes of the California coast. This year by comparison we had blizzard conditions, stalled trains, closed airports and the freezing winds of the New England coast. But being the intrepid travelers that most of us are in the CLC, the board room at the Quincy Marriott was still full on Saturday. Business was conducted in a serious but enjoyable fashion and a good time was had by all.

As is the tradition, many of us have made a custom of arriving a few days early in order to participate in the planned activities the local hosting region arranges for us. This year three major events were planned on the two days prior to the meeting.

Thursday

We all traveled by coach to the home of Dick Shappy in Warwick, Rhode Island to see his amazing collection of prized automobiles and very early 1900's motorcycles (pictured right). Then we traveled back up to Providence to his place of business to visit the rest of his collection as well as his in-house restoration facilities. Mr. Shappy is an avid collector of brass era Cadillacs, as well as anything and everything that has to do with V-12 and V-16 Cadillacs, and LaSalles, both in terms of components for the cars and the cars themselves. Over the years he has amassed an enormous stockpile of very rare and nearly



impossible to find parts for these wonderful cars. If needed, he will sell a part if doing so will help to get one of these magnificent cars back on the road. If he finds his stockpile is down to the last one or two of an item he feels may no longer be available anywhere or at any cost, he will then send the part to a fabricator he has on payroll full time who is an absolute master at the duplication of just about any kind of automotive fixture. While he is a huge fan of Cadillac Motor Car products, including a very impressive modern daily driver, he has a deep appreciation for all cars of historic note, such as the absolutely gorgeous and pristine 1938 Packard Rolston famously owned by Doris Duke of the "richest little girl in America" fame, as well as the ultra-rare 1914 American Underslung, a car I had never seen in person before.



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Friday



We headed off for a tour of the Larz Anderson Auto Museum in the picturesque and historic Boston suburb of Brookline. After traveling past some of the most amazing homes and estates, we arrived on the grounds of "America's Oldest Car Collection". Larz Anderson and his wife, Isabel, were early and avid automobile enthusiasts who made it a habit to buy almost any kind of automobile their hearts desired. Starting around the turn of the 20th century it is reputed they bought at least one new car every year while placing many of their "used" vehicles in their expansive carriage house for sentimental reasons. This automotive museum is now in

its 75th year of being open to the public and is one of the stops that should be on everyone's list of significant historic automotive sites to visit the next time you are in the New England area. Vehicles on display include a 1953 Eldorado (pictured above).

Since many of those on the tour with us had made plans to attend the CLC Museum and Research Center board meeting that afternoon, we returned to the host hotel in plenty of time for the rest of us to take the afternoon and go our own way to do whatever suited us best. Speaking of the Museum, there is a building design proposal in place that appears to be heading toward final acceptance by the Gilmore board, having already been approved by our own CLC board. Our Museum will, if all goes as expected, be of a classic, post art deco design that dates to back 1948, and was originally part of the grand General Motors dealership plan for its emerging postwar dealer network.

Our last pre-planned event was at the F1 Boston Race Center where five of us suited up, took our training class, signed over our worldly possessions to our next of kin and lined up for indoor kart racing. Chris Milici, Director-elect for the New England Region, who was either the better driver or had the faster car, came in first with yours truly finishing in second. I had an average lap speed of 37.92 MPH. My best lap time was my last lap so I was obviously finding my groove. Congratulations to Chris who showed off his very impressive driving talents. At the dinner served afterwards in the glassed-walled party room overlooking the race track, Gary Fisher, Chairman of the CLC Awards Committee, presented Chris a racecar-topped award for winning the race (pictured right – Chris holding the trophy).





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Saturday

At 8:00 AM sharp, 35 of us were ready to get started on club business under the direction of our new CLC President, Dr. Lars Kneller. The meeting went exceptionally smoothly. I was pleased to see a number of younger (younger than me anyway) faces sitting around the table becoming seriously involved for the first time in club business. I have had a number of discussions with those who worry, I feel with justification, that clubs such as ours may one day find themselves unable to carry on unless there are new and energetic members ready to come on board and to keep the club going. Well, if I was concerned before I am not so much anymore as it was just wonderful to see a number of newly active members attending the meeting and beginning to have their voices heard. Approximately six hours of actual business was handled and reports given; too much to go into detail here, but following are what I considered to be the highlight topics:

- Current membership is 7,256. That's slightly ahead of last year and the year before that, a fine trend considering other clubs are experiencing declining membership trends. A profit has been reported for the most recent fiscal year. The club is in excellent financial shape with 2.5 years of operating funds in the bank.
- We are on track to fulfill our pledge to contribute \$100,000 toward the CLCMRC Fund as a part of a dollar for dollar region matching program. This was a two-year plan in which \$75,000 was to be used for matching funds during the 2010 calendar year with an additional \$25,000 earmarked for matching funds for this current 2011 calendar year.
- There will be an auction, both silent as well as conventional, immediately following the Welcome Reception Wednesday evening at the 2011 Grand National in Columbus, Ohio (August 10-13). Funds raised will go towards our new CLC Museum. Items to be auctioned off are donated items that have been given to the Museum expressly for that purpose, the highlight of which will be a low-mileage 1996 Sedan DeVille donated by the family of the original owners.
- Melissa Adams has joined the Publications Committee in charge of advertising, and is doing a wonderful job in bringing in new ads. Welcome Melissa.
- Due to a combination of increasing membership and excellent management of the club's finances, no increase in dues will be necessary or considered for this coming year.
- Some thought is being given to making it possible to view ***The Self-Starter*** in an electronic format in the near future. One company that is being considered for implementing this task is called PageTurnPro.com. More updates to follow.
- Our club's Facebook page is approximately one year old now, has been well received, and is very active with over 150 friends.
- As a part of the Chapters Report we hear there is an interest brewing for the formation of an Eldorado Brougham Owners Chapter. If you have a Brougham from 1957-1960 this might be just the chapter you have been waiting to become part of the CLC family.
- Peter Gariepy has been hired to take over the website position currently held by Jeff Hansen. This formerly voluntary position has been reconfigured to now be a fee paid position. Peter is currently the webmaster for the AACA and Buick Club of America.



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- And then there is what I feel is the biggest news of all: the advances toward the new CLC Museum becoming a reality. Everything is in order and lined up to go once a minimum amount of funds have been either actually donated to the building fund or commitments to do so have been logged. So far, 146 individual and 14 regional club donations (such as the \$3,333.33 our own Potomac Region donated in calendar year 2010) have been made which has resulted in a sum of \$256,000 being placed into the building fund. Considering the short time the fund raising program has been in place and the small percentage of CLC members who have made donations to date, this is a significant accomplishment. As more and more members make their pledges to support our new and exciting museum the board is confident the ultimate goal of \$2,000,000 will be reached. There is another \$200,000 or so held in reserve that had been donated prior the current fund raising efforts which will be held to the side for purposes unrelated to the actual first phase of construction. The initial building will be in the size of 9,600 square feet, with the eventual additions expanding the museum to its maximum potential size of 23,000 square feet.
- Our Chief Judge, Carl Steig, is in the process of assigning the task of producing a DVD to assist with the training of our car show judges. This new DVD should help tremendously as so many judges are needed every year for the Grand National.
- A presentation was made by representatives of the New York Capitol Region to host the 2014 Grand National. Joe Roglieri and his fellow members was more than convincing that the Lake George resort region, approximately 50 miles north of Albany, would be just the ideal location for our club's 2014 event. Approval was unanimous.
- A brand new authenticity manual, the Prewar Emblem Identifier is now available for purchase. This manual covers Cadillac and LaSalle emblems from 1910-1942 and joins a growing list of authenticity manuals managed by our very own Potomac Region member, Bill Anderson (and my fellow elected board member), Director of Technical Services.
- And last, but not least, a presentation was made by Alan Clark suggesting that there is a serious need to look into all aspects of how our Saturday night awards banquets are managed at our Grand Nationals, and to identify and find ways to shorten the events. There was unanimous agreement that improvements are indeed necessary and the board committed itself to look into ways to accomplish this goal.



With all business decisions made and all the committee reports filed it was time to bring the meeting to a close and look forward to a great spring and summer of classic car driving ahead. Thanks to everyone who helped make this board meeting (pictured left) such an efficient and enjoyable experience.



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Looking forward a bit we will all be returning to the Quincy Marriott, designated the host hotel for the New England Region's 2013 Grand National. This is a wonderful hotel with an abundance of parking spaces and amenities that will be perfect for our big event. It was a great opportunity for all of us to experience this grand hotel in advance and to become familiar with the location site. This will be a Grand National event you will not want to miss, and for all those of us from the Potomac Region it will entail a relatively easy drive of approximately 460 miles.

In closing, I would like to thank all the members of the New England Region who worked so hard to make our meeting this year such a wonderful experience. Yes, they had the unexpected weather issues to contend with, but one thing was for sure, as cold and un-hospitable as the weather was during our visit to Quincy this year, the camaraderie and the hospitality of the folks from the New England region was as warm and as inviting as could be. I had the best time from start to finish. Region Director Joe Gildea and his band of happy and friendly helpers including Chris Milici and Assistant Director-elect David Vazquez who went out of their way at every turn to be sure we all enjoyed every minute of our time. And a very special thanks to long-time CLC member George Sweezey who showed up every day in a luxurious, modern motorcoach to drive us in total comfort to every stop on our itinerary. All of my very best to all of these members as they begin to prepare for the 2013 Grand National!!



A rendering of what we expect our new CLC museum to look like once it is completed



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***4,160 MILE 1975 CADILLAC SEDAN DEVILLE
STORY & PHOTOS BY RANDY MANUS***



Most recent owner only lived two miles from this car his whole life and never knew about it

I found my 1975 Cadillac Sedan Deville by a unique set of circumstances. I was attending a local auction of a gentleman who had passed away a few months earlier. He had an impressive collection of about 10 Cadillacs and several other makes. I was looking over a black 1973 Fleetwood with 75,000 miles, the only car I thought I might be able to afford, when another gentleman walked over looking at the car. We struck up a conversation talking about the cars at the auction. He mentioned he had just inherited three Cadillacs from his neighbor who had passed away a month ago, including a 1975 Cadillac Sedan Deville that only had driven about 5,000 miles, a 1997 Deville d'Elegance with 14,000 miles and a 2009 DTS with 500 miles. For some reason, the original owner did not like the '75 and left it parked in the garage for the last 30 years. He was interested in selling the '75 and the '97. I told him I would be very interested in the '75. When exchanging phone numbers and names, we realized that we knew each other and that we actually only live a few miles apart. He was an old customer of my Dad's repair shop and his neighbor was a strange guy that not too many people ever met.

Later that same day I called and asked to see the car. It was parked in a two-car attached garage sitting next to the 2009 DTS. All four tires were flat. The car was covered in a layer of dust and the chrome was tarnished. I opened the hood and was just amazed at what I saw. We opened the trunk and it looked brand new also.



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Interior was so nice it did not even need to be cleaned

I opened the door and could not believe my eyes. The interior looked absolutely brand new. The odometer showed 4,160 miles. I did not realize that the car was bought brand new and had only been driven 5,000 miles. I was expecting it to have maybe 40,000 to 50,000 miles.

I was told that they had built this house new in 1979 and owner drove the '75 in the garage and never touched it again. I was concerned about the motor sitting for 30 years and not being run, but realized that you don't come across cars like this every day. I knew I had to have it.

So I asked what kind of price he was thinking he wanted for the car. We both were at the auction that day and he knew the selling prices of some of those cars. For example, the 1973 Fleetwood that we looked at went for \$4,100, a 1975 Fleetwood with 38,000 miles sold for \$5,200 and a 1974 Eldorado convertible with 19,000 miles sold for \$25,000. After a few moments he had not said anything, so I offered him \$5,000. I thought that was fair considering I had no idea how well the motor and transmission were after sitting for 30 years. He said, well I was thinking maybe more around \$4,000. I about fell on the floor! That is not how the negotiating process usually works. He said he really wanted someone to buy the car who was local and would care for the car. He also wanted me to have some money left to fix up the car. He knew my Dad and I had an automotive repair shop. I said, "\$4,000 sounds great." I was so excited I could hardly contain myself. He had to wait a few weeks so he could get the paperwork on the car straightened out. That seemed like the longest two weeks of my life. I just wanted that car in my hands and didn't want anyone else to get a hold of it.



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On New Year's Eve 2010, I finally got it. My friend borrowed a rollback wrecker and we winched the car up on the flatbed. The tires all aired up and the car rolled right on up. I thought maybe the brakes would be rusted up after 30 years. After getting it back to the shop, I looked the car over with amazement. It had what appears to be the original battery. The right exhaust manifold looked brand new with no rust. The exhaust even looked brand new. I pulled the spark plugs out to look in the cylinders. I used a little fiber optic camera that we have to look down in the cylinders. It looked brand new with no rust at all. You could see the crosshatch on the cylinder walls. I sprayed some oil in the cylinders to lube them up. I also changed the oil and filter for only the second time in the car's life. I then lowered the gas tank and emptied out 15 gallons of old gas. I replaced the battery and cranked the motor over until the oil pressure light went out. I added some fresh gas to the tank and primed the carburetor. It cranked over maybe one revolution and it fired right up without even any lifter noise. It ran smooth as silk, just like brand new. It is totally amazing.

Next I replaced the tires and took it for a drive. I have only driven it 40 miles so far because the roads are bad this time of the year in this area of Northern Illinois. I can't wait to drive it some more. The only thing that does not work is the A/C. The freon had leaked out. The car cleaned up very well. I did not touch the interior, not even vacuum it, it was that nice! The chrome polished up well except for the lower part of the front bumper. It had 30 year old bugs on it that caused small rust pits in the chrome. The paint also has several spots down low where it has spider-web looking, quarter-size, surface rust under the paint. I would hate to have to repaint it because it still looks very presentable.

I also discovered a few other strange things about this car and its previous owner. It was delivered on July 29, 1975 with 15 miles. I was born July 11, 1975. The original owner was born in 1940 and was 35 when he got the car and I was 35 when I got the car 35 years later. The owner always had a beater car he drove all the time and left his new cars sit in the garage. He wrecked his beater car in 2008 and got his brand new 1997 Deville out of the garage and started driving it. He then went and bought a new 2009 DTS and parked it next to the '75. I am very thankful that he kept the '75 around for me. I only lived two miles from this car my whole life and never knew it was parked in the garage of his house. I always dreamed of going back to the '70's and seeing these beautiful cars sitting on a Cadillac dealership and buying a new one. This car is as close to new as I am going to get. I look forward to many miles in my nearly new 35-year-old Cadillac.

Thanks to Randy Manus, a CLC Member from Ridott, Illinois, for sharing his story.



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CADDIE CLASSIFIEDS

Cars For Sale

1972 Eldorado – Owned and garage kept by most recent 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 – 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 – Car is located in Rockville, MD

1911 Baltimore Auto Ads

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