



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

March 2011



DIRECTOR'S MESSAGE BY VINCE TALIANO

2011 OFFICERS:

REGIONAL DIRECTOR
NEWSLETTER EDITOR
WEBSITE MANAGER
VINCE TALIANO

ASSISTANT REGIONAL DIRECTOR
DAN RUBY

NATIONAL DIRECTOR
NEWSLETTER COLUMNIST
JACK MCCLOW

SECRETARY
ASSOCIATE NEWSLETTER EDITOR
VALLEY FORGE REGION LIAISON
SANDY KEMPER

CAR SHOW COORDINATORS
CENTRAL PA REGION LIAISONS
DIANE & HENRY RUBY

TREASURER
HARRY SCOTT

ACTIVITIES DIRECTOR
NEWSLETTER COLUMNIST
R. SCOT MINESINGER

MEMBERSHIP CHAIRMAN
NEWSLETTER COLUMNIST
TOM MCQUEEN

OTHER KEY POSITIONS:

SUMMER PICNIC HOST
J. ROGER BENTLEY

AUTOMOBILIA AUCTIONEER
HAMPTON ROADS REGION LIAISON
GEORGE BOXLEY

NEWSLETTER COLUMNIST
RITA BIAL-BOXLEY

SHOW WEEKEND COORDINATOR
SHELLEY CHADICK

NEWSLETTER COLUMNIST
CHRIS CUMMINGS

NEWSLETTER COLUMNIST
JIM GOVONI

CAR SHOW SPONSOR AND HOST
DANIEL JOBE & CAPITOL CADILLAC

HONORARY MEMBER
NEWSLETTER COLUMNIST
VERN PARKER

CAR SHOW MASTER OF CEREMONIES
NATIONAL CLC ADVISOR
NEWSLETTER COLUMNIST
RICHARD SILLS

CENTRAL VA REGION LIAISON
NEWSLETTER COLUMNIST
STEVEN SISSON

Special thanks to Mary Lightbown who recently donated Charlie's collection of *The Self-Starter* to the Potomac Region archives. Charlie Lightbown, who passed away in 2010, served as Region Director from 1977-1982. His collection of club magazines went back to October 1972. Mary also donated quite a few items for our auction. Pictures of some of those items are included in this issue to give everyone a sneak preview.

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, holiday get-together, etc.). If you don't have any items and still would like to donate, gift cards/certificates from your favorite automotive supplier work well too!

The Spring Car Show and Automobilia Auction flyer is also included in this issue. The deadline for pre-registration is Sunday May 8th.



Volunteers are still needed to help with general set-up, parking, etc. If interested, please contact me at eddieamendo@comcast.net.

Congratulations to Tom McQueen whose 1959 Buick Electra Convertible was selected to represent that year's Indy 500 Pace Car in an upcoming exhibit at the AACA Museum commemorating the race's 100th Anniversary.

Our condolences go out to Chuck & Debbie Piel on the recent passing away of Chuck's father.

Vince Taliano



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

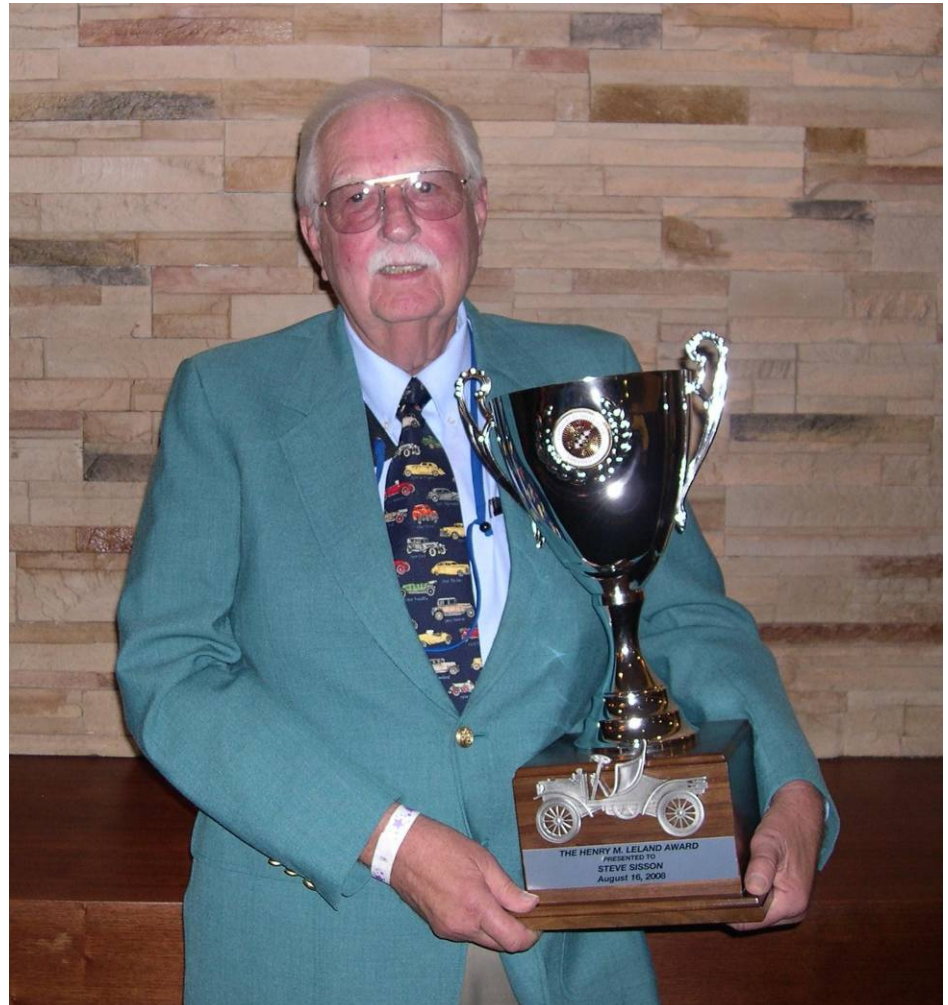
March 2011



IN MEMORIAM: STEVEN SISSON **BY VINCE TALIANO**

Steven Sisson, who co-founded the Potomac Region in 1969 with Ron VanGelderens, passed away on February 26, 2011. Steven was the 2008 recipient of the CLC's most prestigious award, the Henry M. Leland Award. The Leland Award is presented to an outstanding CLC member who has performed acts of great merit. He performed acts of great merit for the CLC since 1969.

Steven's involvement with the CLC all started in the summer of 1968 when he and his brother Richard answered a classified ad in *The Washington Post* for Cadillac parts being disposed of by the widow of a collector who had several 1938-40 era senior Cadillacs. After being led to the parts stash in the basement, they met Ron VanGelderens who was rummaging through the parts. They soon learned that Ron owned a small fleet of some 4 or 5 collector Cadillacs and he recently moved to McLean, Virginia from Chicago. They invited Ron to their Dad's nearby home to see Steven's '46 convertible. Talking there, they were amazed to learn that Ron had come from a very active CLC Region in Chicago and he had already become distressed to learn that there was no active local Region in the Washington, DC area. A few months later, Ron called Steven and asked if he could come up with a mailing list of interested Cadillac fanciers in the area. Ron wanted to explore the idea of forming a local region. Steven said yes because he was a member of the local AACA Region and CHVA Region and knew a lot of people. He came up with some 20-25 names and forwarded them on to Ron. Then Ron and his wife Sherie did the mailings and invited the people on Steven's list to their home for a meeting.



Steven Sisson with the CLC Henry M. Leland Award
Photo by Vince Taliano



Cadillac & LaSalle Club ***Potomac Region*** ***Caddie Chronicle*** ***March 2011***



The first meeting took place in January 1969 with some 15-20 potential members in attendance and was featured in *The Self-Starter* (see photo below courtesy of Chris Cummings). Ron led the meeting and announced that he wanted to get a local Region started. Later in 1969, the first meet was held at Turkey Run Park in McLean, Virginia with 12 classics in attendance. About a month or so later, another get together was held at his home and **after some discussion, it was decided that the Region would be called "Potomac" and Steven Sisson would be its first Director.** The first order of business was to apply to the National Club for provisional status and to get a good mailing list organized. These things were done and the Potomac Region was off and running.

Steven directed the infant organization from 1969–1976. It was very loose in a number of ways in the early days, including not even requiring dues for the first couple of years. The hat was passed around at the various get-togethers and this brought in enough money to buy paper supplies and pay for postage. Steven more or less ran the club from his office on 15th Street, while also serving as its newsletter writer/editor. Different people came up with ideas for gatherings, meetings and so forth. Eventually dues were put in effect when it became necessary to buy trophies to give out at the national sanctioned shows.

From the beginning, the Potomac Region kept growing. In the early years of the 1970s, its members included a number of members who remain active today. Besides the DC area enthusiasts, Cadillac and LaSalle owners from Pennsylvania and New Jersey made the journey south to attend Potomac Region events during the mid '70s. By then, Steven who was the CLC's Eastern Vice President of Regions, felt that there was a need for a CLC Region in Pennsylvania, because, "we have a large number of members residing there, but no Region for them to be involved with."



L to R Standing - Martha Jane Kennedy, Fred Westenberger, Earl Broyles, Juan Aranda, C. P. Johnson, Robert Schilling and Ralph Perkens
L to R Kneeling - Zane Griner, Ellwood Brown, Steven Sisson and Richard Sisson



California Dreaming
The Denchfields and Sissons at the
2006 CLC Grand National
Photo courtesy of Steven Sisson



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

March 2011



Steve published an open letter to CLC members residing in Pennsylvania in the February 1975 ***The Self-Starter***, promising that if there was interest in a CLC Region in Pennsylvania, "The New York, Potomac, and New England Region people will assist you in getting started and I assure you I will give you all of the guidelines necessary." **From this appeal came the Valley Forge Region which has not only flourished but has become one of the most active Regions in the CLC and host of the club's 50th Anniversary Party, the 2008 CLC Grand National.**

For a time during the '80s and the early '90s when the Potomac Region became less active and questions were raised about its continued viability, it was the Valley Forge Region -- which had begun with an enthusiasm sparked by the Potomac Region -- that provided welcome support to its neighbor to the south. Several Valley Forge Region members joined the Potomac Region when it was trying to build its membership back up, and a considerable number of cars with Pennsylvania and New Jersey license plates continued to regularly attend the Potomac Region's meets and shows.

The Potomac Region survived until its recent resurgence in 2003, due in part to Steven's efforts over the years, as well as the car shows sponsored since 1992 by Capitol Cadillac and Daniel Jobe. Since 2003, Steven developed the club's initial website; participated in the design of the Region's logo and served as Activities Director, liaison with the Central VA Region, newsletter columnist and proof-reader and co-chair of the 2009 CLC National Driving Tour.

In addition, he continued to attend numerous national CLC and AACA events across the country including Grand Nationals held in California, Georgia and New Jersey, respectively. His account of the numerous events had been a featured column in the ***Caddie Chronicle*** and his story on the 2006 Charlotte Auto Fair Spring Meet was also featured in ***Hemmings Classic Car***.



Margo, Steven and Richard Sisson
2006 Potomac Hunt Races
Photo by Vince Taliano

Steven truly exemplified the best that the hobby and the CLC have to offer and has been an ambassador of the club since the late 1960s. All of us who had the privilege of knowing him will miss him greatly. Our sincerest condolences go out to Margo, David & Donna, Richard & Jan and the entire Sisson family.



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

March 2011



2011 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Mar 12 Sat	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 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 1-2 Fri-Sat		Vintage Chevrolet Club of America Old Dominion Region Spring Tour	Laurel MD to Kennett Square PA	Sally & Jim Batchelder at 703-339-2064, 703-989-4036 or sjkbatch@aol.com
Apr 3 Sun	12:00 pm – 4:00 pm	AACA Chesapeake Region Spring Antique Car Show	Streetcar Museum Baltimore MD	410-484-1299 or local.aaca.org/chesapeake/BSM2006.htm
Apr 7-10 Thu-Sun		AACA Eastern Spring Meet	Charlotte NC	www.aaca.org
Apr 16 Sat	11:00 am	City of Hyattsville's 125th Anniversary Parade	Hyattsville MD	www.hyattsville.org/parade
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 7 Sat	8:00 am – 4:00 pm	53rd Annual AACA Apple Blossom Meet	Jim Barnett Park Winchester VA	Duane Catlett at 540-869-6668 or www.huskyclub.com/abmeet.htm
May 14 Sat	12:00 am - 4:00 pm	Darnestown Day	Saint Nicholas Episcopal Church Darnestown MD	Liz Kraft at 240-447-2995
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 4 Sat		22nd Annual Orphan Car Tour	Burkittsville MD	Jon Battle at 540-364-1770, TourDirector@orphancartour.org or www.orphancartour.org
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
Jun 11 Sat	10:00 am – 4:00 pm	CLC Valley Forge Region Car Show	Delaware Cadillac Wilmington DE	www.vfrclc.org/upcoming_events.htm
Jun 19 Sun	10:00 am – 3:30 pm	38th Annual Sully Plantation Father's Day Car Show	Sully Plantation Chantilly VA	Bill Worsham at 703-250-5474, billworsham@aol.com or www.gwcmodela.org
Jul 2 Sat	11:00 am – 4:00 pm	7th Annual Picnic with Lincoln Mercury friends	J. Roger Bentley's Home Brinklow MD	R. Scot Minesinger at rsctm@cox.net or 703-283-2021
Jul 9 Sat		5th Annual CLC Inter-Regional Meet	AACA Museum Hershey PA	Art Archambeault at 717-557-6974 or jandainpa2002@yahoo.com
Jul 9 Sat		CCCA Grand Classic Hosted by the Chesapeake Bay Region	Turf Valley Resort Ellicott City MD	Jim & Brenda George at 703-754-4294 or bjgeorge@verizon.com
Aug 10-13 Wed-Sat		CLC Grand National Meet Hosted by the Central Ohio Region	Columbus OH	www.2011clcgn.org



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2011



**20th Annual Capitol Cadillac /
CLC Potomac Region
Spring Car Show &
Automobilia Auction
Sunday May 15, 2011**

Car Registration:

9:00 am – 12:00 pm

Please read the Car Show Rules on
the following page

Car Show Hours:

9:00 am – 3:00 pm

Auction starts at 11:30 am

**6500 Capitol Drive
Greenbelt, MD 20770
301-441-9600**

LOCAL DIRECTIONS:

From Capital Beltway (I-495/95)

- Use Exit 23 - Kenilworth Avenue Rte 201, proceed South on Kenilworth Avenue to first exit - Greenbelt Road, Route 193
- At light, proceed East on Greenbelt Road - Rte 193 (left)
- At traffic light make left onto Walker Drive (**TGI Friday's** Restaurant on corner)
- Make an immediate right onto Capitol Drive (Dealership is on your left)

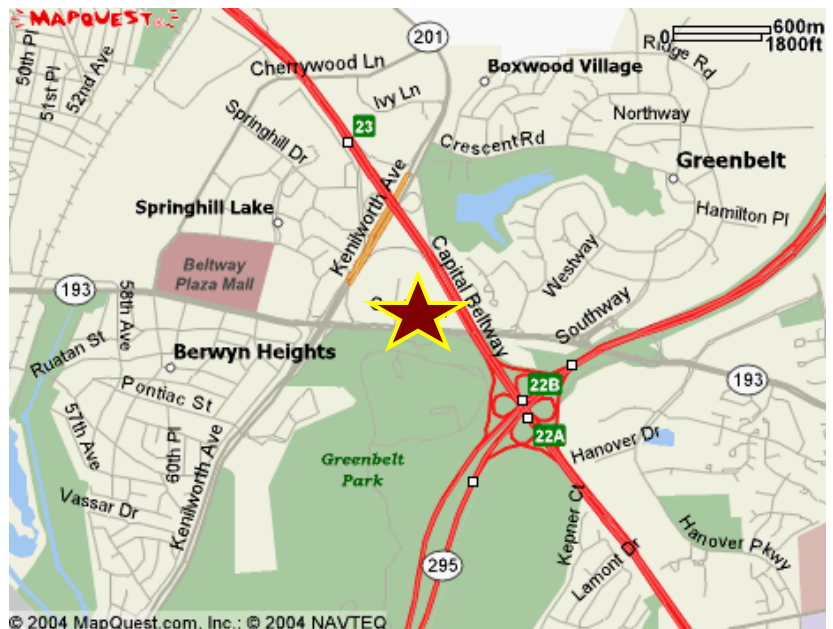
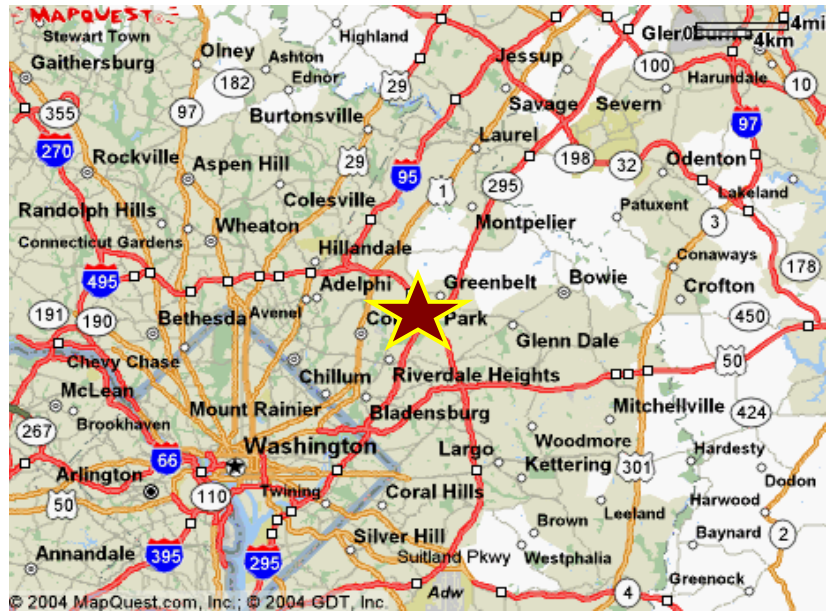
From Baltimore-Washington Parkway (Rte 295)

- Use Exit for Rte 193 (Greenbelt Road)
- Proceed West on Rte 193 - Greenbelt Road
- Make first right after underpass onto Capitol Drive (Dealership is on your right)

FOR FURTHER INFORMATION:

**Diane & Henry Ruby,
Car Show Coordinators**

301-297-4459, 301-894-8026 or henry.ladydi@verizon.net



The Region has reserved rooms at the Holiday Inn Greenbelt 301-982-0863 for the night before the show at the special rate of \$94 (mention Cadillac & LaSalle Club when making reservations). Please notify Shelley Chadick at 717-368-4422 if booking a room.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2011



Car Show Rules

- **Rain or Shine:** The car show will take place rain or shine. No refunds.
- **Safety:** If a vehicle(s) has fluid drips or leaks, the owner must bring absorbent material or drip pans to avoid slippery conditions and to protect the showroom floor or show field parking lot. **The Potomac Region reserves the right from preventing any cars with excessive fluid leaks from entering the show field.** It is recommended that a working fire extinguisher be in every vehicle.
- **Judging / Parking Rules:** The Potomac Region reserves the right 1) to determine each vehicle's judging class and 2) each vehicle's placement in the show field. **There will be no parking on the grassy areas whatsoever, due to sprinkler heads and possible rut damage.** Vehicles will be peer judged by the individual owners of the registered cars. Registrants will be able to judge vehicles in all classes, including their own. 1st, 2nd and 3rd place awards will be given to winning vehicles in each class.

<u>Judging Classes</u>	<u>Other Awards</u>
Class A: 1902 – 1942 Cadillac Class B: 1927 – 1940 LaSalle Class C: 1946 – 1958 Cadillac Class D: 1959 – 1964 Cadillac Class E: 1965 – 1970 Cadillac Class F: 1971 – 1976 Cadillac Class G: 1977 – 1986 Cadillac Class H: 1987 – 1996 Cadillac Class I: 1997 – Current Cadillac Class J: Commercial Vehicles Class K: Modified Vehicles	<ul style="list-style-type: none"> • Dealer's Choice • Best Pre-War • Best Post-War • Best of Show • Ladies Choice • Long Distance (Driven Cars Only) <p>A vehicle receiving "Best of Show" may also receive an award in its class, but will not be eligible to receive "Best Pre War" or "Best Post War" at the same show.</p>

Registration Form

Make checks payable to **CLC Potomac Region** and mail this registration form to:

Harry Scott, Treasurer
14421 Aden Road
Nokesville, VA 20181-3122

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Vehicle Registration Fee: (Up to May 8th: \$15/per car - After May 8th: \$20/per car)

Circle Make: CAD LAS Model: _____ Year: _____ Class: _____

Circle Make: CAD LAS Model: _____ Year: _____ Class: _____

Circle Make: CAD LAS Model: _____ Year: _____ Class: _____

Check this box if you do not want your vehicle(s) judged

Visit us on the web!

www.clcpotomacregion.org



Cadillac & LaSalle Club

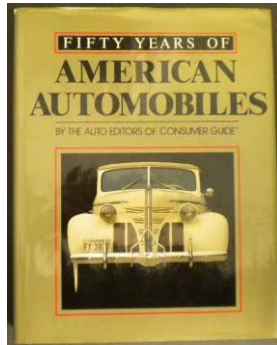
Potomac Region

Caddie Chronicle

March 2011



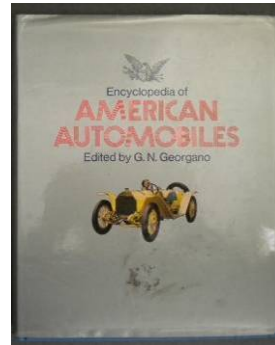
If you have any Cadillac items, other old car items, or items of historical interest that you would like to donate for the auction, please contact George Boxley, Automobilia Auctioneer, at 301-261-5634 or georgeboxley@verizon.net. All proceeds of items sold at the auction go to Potomac Region CLC. Below are pictures of some of the fabulous items already donated.



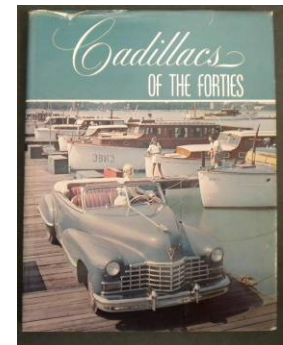
Fifty Years of American Automobiles
By the Auto Editors of Consumer Guide
1989



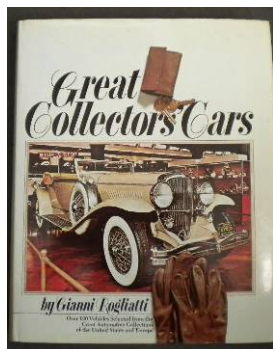
80 Years of Cadillac LaSalle
By Walter M.P. McCall
1992



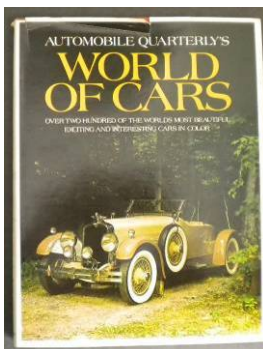
Encyclopedia of American Automobiles
Edited by G.N. Georgano
1971



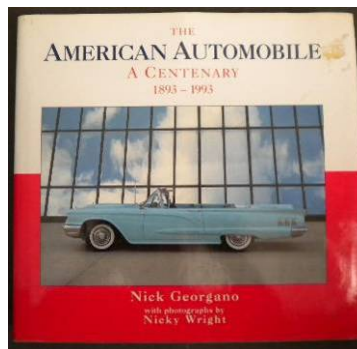
Cadillacs of the Forties
By Roy A. Schneider
First Edition
1976



Great Collector Cars
By Gianni Rogliatti
1973



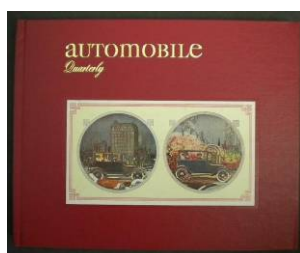
Automobile Quarterly's World of Cars
By Nick Georgano
1971



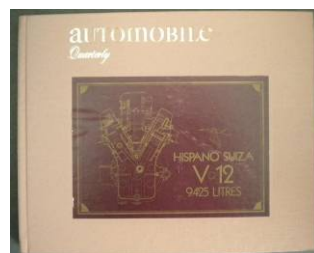
The American Automobile A Centenary 1893 - 1993
By Nick Georgano
1992



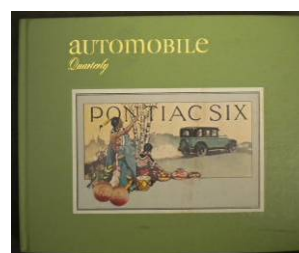
Cadillac Printed in Spain



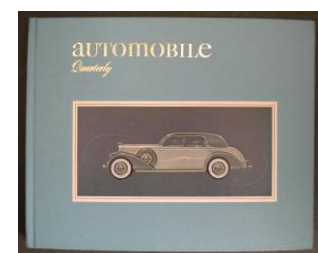
Automobile Quarterly 1978 First Quarter



Automobile Quarterly 1978 Second Quarter



Automobile Quarterly 1978 Third Quarter



Automobile Quarterly 1978 Fourth Quarter

All books pictures above have been donated by Mary Lightbown



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

March 2011



FEBRUARY 20, 2011 MEETING MINUTES BY SANDY KEMPER

PLACE: Snyder's Restaurant, Linthicum MD

TIME: 2:30 PM

PRESIDING: Assistant Region Director Dan Ruby

ATTENDANCE: Randy Edison; Paul & Virginia Habicht; Sandy Kemper; Grady & Darlene McMahan; Rick Menz; Tom McQueen; Scot Minesinger; Chuck & Debbie Piel; Henry Ruby; Jo Jo Taylor; Ruth Synodinos & Bill Schmuck and Francis & Margaret Werneth

DIRECTOR'S REMARKS: Dan Ruby thanked everyone for attending. As reported in the February newsletter, long time PR member Pat Cole passed away in January. Unfortunately, her husband Glen, who planned to attend this meeting, is ill. Also, Dan recognized the PR members whose articles and/or pictures appeared in the February issue of **The Self-Starter**: Bill Anderson, Bob Crimmins, Sandy Kemper, Rick Menz, Dan Reed and Mike Veilleux.

SECRETARY'S REPORT: The Minutes from the January meeting were not read since they had been published and distributed to all members in the February, 2011 newsletter. Also, Vince Taliano, Sandy Kemper and Richard Sills have been reviewing and updating the Region's By-Laws. We expect to have a draft of the changes submitted to the officers for review within the coming months.

TREASURER'S REPORT: The Treasurer's Report covered the time period from the January meeting to Feb 17, 2011. It was reported that the Region's income was \$149.95. The total expenses for the same time period were \$608.17. The checking account balance is \$7,828.24. The CD principal balance is \$5,870.48.

MEMBERSHIP REPORT: Tom McQueen reported that our membership is at 200 members paid for 2011. Tom has contacted all of the 2010 members who had not renewed for 2011 and most have renewed for 2011. Also, the newest member is Ronnie Hux from Avondale, PA. Ronnie & Becky attended the **Fabulous Fleetwoods** event in their 1974 Eldorado Convertible. Welcome!

ACTIVITIES REPORT: The following activities were discussed:

1. Recently Held Events:

- **AACA Bay Country Region's Winter Parts Meet, Cambridge, MD, Sat, Jan 22;** Dan, Jo Jo Taylor, Henry Ruby and Lee Peterson attended. They reported that there wasn't much Cadillac merchandise at this meet.
- **AACA Annual Meeting, Philadelphia PA, Feb 10-12;** no one present had attended.
- **37th Annual Atlantic City Classic Car Auction, Atlantic City NJ, Feb 18-20;** Dan, Jo Jo, and Henry went on Sat. Other PR members were there also. Dan described the many interesting Cadillacs that were auctioned.



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

March 2011



2. Upcoming PR Events:

- **Club Trip to USA Parts Supply in Kearneysville, WV, Sat, February 26, 10am-1pm;** Scot Minesinger explained that this event will include a tour and lunch. There will be knowledgeable personnel employed by USA Parts and club members that may be able to help diagnose any problems that your Cadillac is suffering. USA Parts will offer discounts on parts (excluding kits, such as engine re-build kits, because those are already highly discounted) from 5% to 10% and there won't be any charges for shipping and handling. This is not a driving tour or club caravan, so everyone will have to make their own way to USA Parts Supply. But RSVPs are required.
- **Spring Car Show & Automobilia Auction, Sunday, May 15th.** We need donations for the auction. Vince has accumulated service manuals, dealer brochures, Danbury Mint models, toy car banks (circa 1970's) as auction items. But more items are needed. The dash plaque design has been approved by Daniel Jobe and order placed. A sneak preview will appear in the March newsletter. The food vendor and DJ have been booked. Scot is organizing the registration area. Starting with this show we will have a Post-Show Clean-up crew. Jack McClow will be in charge of that responsibility. Also starting with this show we will be enforcing our Car Show Rules about cars that drip fluids. We expect the owners to provide pans or absorbent materials. We will have some on hand also. Volunteers to help on the day of the show with parking, registration, auction, clean-up are needed. The Show flyer will be in the March newsletter.

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

- **38th Annual AACA Chesapeake Region Parts Meet, Howard Co Fairgrounds, West Friendship, MD, Sat, Mar 12**
- **41st Annual AACA Sugarloaf Region Parts Meet, Frederick Co Fairgrounds, Frederick, MD, Fri-Sat, Mar 25-26**
- **AACA Chesapeake Region Baltimore Streetcar Museum Spring Antique Car Show, Baltimore, MD, Apr 3, Noon-4pm;** if you weren't able to attend the CLC event there in Oct here's another chance to see this museum & some great cars.
- **CCCA Grand Classic, hosted by the Chesapeake Region, Sat, July 9**

OLD BUSINESS:

- The theme for this year's Fall Show will be **Dazzling DeVilles** featuring DeVille models from 1949-1970. Because of the proximity of Capitol Cadillac to FedEx Field and the traffic on game days, the date for the show will be set after the NFL publishes its 2011 schedule, usually in late April.

GENERAL INFORMATION:

- Francis Werneth mentioned that he found out recently that a long-time Baltimore Area car enthusiast, Royce Emerson, who some members may have known, has passed away
- Tom McQueen described Jack McClow's recent purchase of a parts car.
- Scot Minesinger said that he's got a lot of 1965 Cadillac parts for sale.

NEXT MEETING: Monday, March 21, 7:30 PM at the Silver Diner, Merrifield VA

ADJOURNMENT: Meeting adjourned at 3:15 PM



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

March 2011



**2010 POTOMAC REGION MEMBERSHIP REPORT
BY VINCE TALIANO**

For the fourth consecutive year, the Potomac Region topped 200 members. Our total region recognized members (local members who are also active nationally (a requirement) at the time of the analysis) was 202, which placed us in the top two CLC regions in the country for 2010 along with the New England Region.

POTOMAC REGION TOTAL BY JURISDICTION:	MARYLAND TOTAL BY JURISDICTION (COUNTY or CITY):	VIRGINIA TOTAL BY JURISDICTION (COUNTY or CITY):
108 Maryland	36 Montgomery	23 Fairfax
55 Virginia	16 Baltimore County	7 Alexandria
9 Georgia	12 Prince George's	6 Prince William
9 Pennsylvania	8 Anne Arundel	4 Arlington
9 Washington, DC	8 Howard	4 Loudoun
4 New Jersey	7 Frederick	2 City of Winchester
2 Delaware	5 Calvert	2 Fauquier
2 South Carolina	4 Baltimore City	1 City of Staunton
1 APO	3 Queen Anne's	1 Lancaster
1 Florida	3 Carroll	1 Prince Edward
1 Texas	2 Harford	1 Rockingham
1 Vermont	1 Charles	1 Salem
202 TOTAL	1 St Mary's	1 Spotsylvania
	1 Washington	1 Warren
	1 Wicomico	55 TOTAL
	108 TOTAL	

The Region had members in 10 states, the District of Columbia and in the Armed Forces, as illustrated above. Maryland posted the highest number of members, 108, from 14 counties and the City of Baltimore. Virginia yielded 55 members from 14 different counties and/or cities.

Thanks to R. Scot Minesinger, Membership Chairman, and all of our members for making 2010 another stellar year!



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2011



***CADILLAC RACING RETURNS TO SEBRING WITH CTS-V COUPE
FEBRUARY 23, 2011
SOURCE: AUTOBLOG.COM***



Andy Pilgrim is set to drive the No. 8 car with Johnny O'Connell behind the wheel of the No. 3

SEBRING, Fla. – Cadillac Racing returned to Sebring International Raceway in Sebring, Fla., on Tuesday, Feb. 22, for a second round of testing prior to the beginning of the 2011 Sports Car Club of America World Challenge GT season. For the first time, both CTS-V Coupe racecars hit the track with full exterior colors, decals and numbers. Driver Andy Pilgrim will pilot the No. 8 car for Cadillac Racing, and teammate Johnny O'Connell will be behind the wheel of the No. 3 coupe.

Cadillac is reentering the World Challenge GT series this year, beginning with the season-opening race in St. Petersburg, Fla., on March 25-27. Cadillac previously competed in the World Challenge from 2004 to 2007.

"We're here fine-tuning the cars, validating components and vehicle dynamics," said Jim Vurpillat, Cadillac global marketing director. "It's our first opportunity to get both cars on the track at the same time, in full race trim. Besides looking incredible on the track, the cars are performing at an exceptional level."



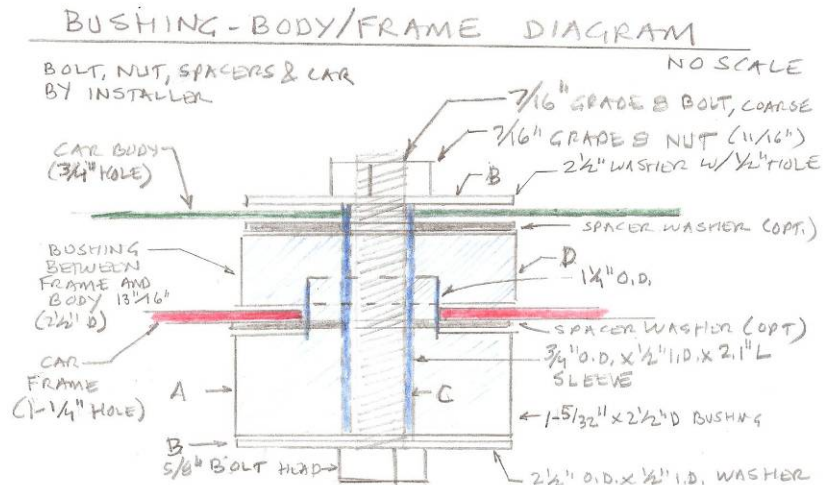
Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2011



REPLACING BODY TO FRAME BUSHINGS ON A 1970 CADILLAC STORY & PHOTOS BY R. SCOT MINESINGER

The process of replacing the body to frame bushings started out like many other vintage Cadillac repair projects, the original parts were not available and no mechanic or body shop would perform this work for me. One of my two 1970 Cadillacs required body to frame bushing replacement because the visible bushings in the rear were almost completely deteriorated, and you could spin the rubber donut component that is supposed to be under immense compression and immovable. After considerable research to no avail, the best plan that I could formulate was to remove a single bushing and try to purchase a universal replacement bushing on the Internet. Then I would procure several samples, select the best replacement, buy a set of 14, and install them myself.

Generally if your car is over 40 years old it is not a bad idea to replace the bushings and all rubber parts if the car is enjoyed by driving it. To determine if your car requires body to frame bushing replacement, inspect the rear four bushings, as those seem to be the most vulnerable to wear. Fortunately they are by far the easiest to inspect - no need to even jack up the car. The rubber should be in place and pliable. Rubber wears due to age, use, storage conditions, exposure to sun, exposure to elements, and number of heat cycles (mileage). If the rubber is missing or deteriorated, it should be replaced. Use a 5/8" socket and check to make sure the bolts are tight. If they spin easily the bolts may be broken, and this is a sure fire indicator that the replacement of the bushings is warranted. The bolts can be severely compromised without your knowledge. During my replacement process, several bolts were deteriorated down to 3/16" diameter (quite a reduction on a 7/16" bolt).



ENERGY SUSPENSION PARTS.com
An Independent Dealer of the Energy Suspension Brand

HOME SEARCH ORDER STATUS TRACKING VIEW CART

QUICKLINKS
Car Parts
Truck Parts
Universal Parts
Search

Universal Mount Sets/Isolators

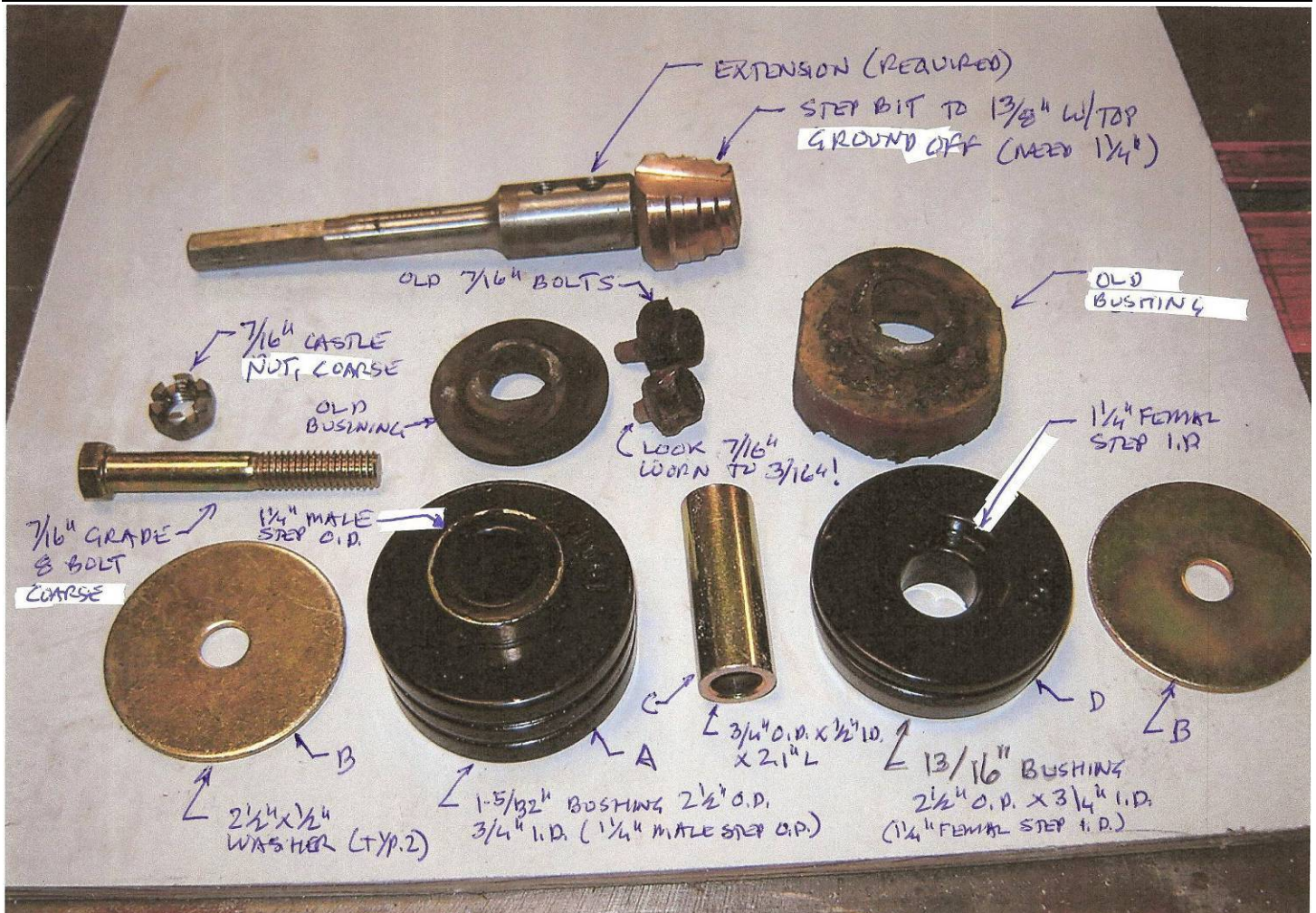
Mount material is made of HYPER-FLEX™ polyurethane, for use as isolator mounts on applications such as obsolete body mounts, kit cars, truck beds, tool boxes and many other similar applications. (See diagram for specific parameters.) Two complete mounts per set- 4 metal washers, 2 metal sleeves, 4 polyurethane bushings. See illustrations for dimensions.

Part Dimensions	Part Number
<p>94102</p> <p>94102 is best for applications which require a higher degree of insulation. Softer than the bushing set listed above. Universal transmission mounts, motor mounts, cab & body mounts, restorations, "daily driver vehicles", custom body & kit cars. Can also be used for: compressors, tool boxes, generators, independent engines, etc.</p>	

My diagram of the assembly and the manufacturer's data from the Internet



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2011



Everything discussed in the article including bad bushings, new bushings, etc...

Frame to body mechanical connections are a critical part of the automobile, and this article is just a description of what I did. I'm not a mechanic, but an engineer. This article does not express an engineering opinion nor endorse a particular product. Unfortunately this process is not described in the 1970 Cadillac Shop Manual. Consequently, I had to develop a reliable method. This article is written so you may not have to re-invent the wheel and to give you courage. I was worried about my body panel or door alignments, but there are absolutely no issues. There are no shims required. I think that the standard body to frame bushings assembly without shims started in GM cars in 1965 when the chassis were all re-designed with perimeter box frames in lieu of "X" style frames.



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

March 2011



To remove a bushing the body must be separated from the frame by a half inch. Sounds simple but it is not. The good news is that the parts and tools to perform this work are inexpensive, as the cost was about \$200. However the labor and learning curve was extensive. This is a good winter project. It might require two or three weekends (It took 30 hours the first time, 18 hours the second time). This is a two man job. It would be extremely difficult for one person. During the entire bushing replacement procedure the car will be jacked up or otherwise not able to be driven.

Before starting, invest in a step drill bit with extension (Northern Tool on-line has them), because the frame openings are 1-3/16" internal diameter and the bushings may require a slightly larger diameter hole, mine were 1-1/4" diameter. Also purchase grade 8 bolts, 7/16" coarse threads. Since you may need different lengths, consider buying four 3" length bolts, six at 3 1/2", four at 4" and a matching quantity of 7/16" nuts and washers, grade 8. Unfortunately, you should work through the process below to step 6, before you procure your replacement bushings.

THE PROCESS

1. Loosen the bolts on the "rag" joint between the steering column and steering gear which is easily accessible under the hood on the driver's side. Don't forget to re-tighten when you are all finished with the job. The steering column is connected to the body and the steering gear is bolted to the frame. The frame and body will be separated and you will wreck your steering gear if you do not do this.
2. Remove the bolts from the driver's side of the car on the body to frame bushings. This is no easy task-more on this later.
3. Loosen, but do not remove the bolts on the passenger side. Again, this is not easy. Do not remove all of the bolts on both sides or you could risk misalignment of the body and frame. Always maintain at least one side of the car with all bolts and nuts fastened at least finger tight without exception.
4. The frame should be able to be separated from the body now on the driver's side a minimum of a 1/2".
5. Use two floor jacks and a long 2 x 4 and jack-up the body under the rocker panel and the body should lift off the frame. I found that only portions did and you have to concentrate on one part at a time. Start in the back. You can use one jack at the rocker and another right at the bushing being replaced. Often a pry-bar is required too. Once the bolt is removed and the 1/2" separation occurs, the old bushing can be removed. Remove the old bushing.
6. Use the removed bushing as a sample for replacement. The height between the body and frame seems critical because the front fender is bolted to the frame and the door is bolted to the body. A change in height of the frame from the body could misalign the doors and front fenders. The hood hinges are bolted to both the frame and body. The height of the bushing for my car was 13/16". The replacement bushings that I selected were Energy Suspension Polyurethane 9.4102G in black for the project. Red is available, and the color has no impact on performance. Polyurethane is far superior to rubber and is highly recommended.



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

March 2011



7. Use the step bit and enlarge the frame hole opening if required. I had to increase the hole diameter from 1-3/16" to 1-1/4".
8. Install the new bushing. Then install all the bushings on the driver's side, but don't tighten the bolts completely (finger tight). The bushings I used installed upside down, and this created an unusually thick bottom bushing component, which was acceptable.
9. Install spacer washers if the frame and body thickness are not equal to the thickness designed by the manufacturer, usually 1/4" (that is if your frame is 1/8" thick and body is 1/16" thick and it is engineered for 1/4" thickness for both body and frame, then a 1/16" thick washer is required to make up the difference). This step has nothing to do with the body/frame alignment, but rather to insure the bushing is properly compressed.
10. The four front bushings each employ a through bolt with standard nut. Only a castle nut with cotter pin on top of the first bolt will keep the nut from loosening. Double nuts, lock washers and the like do not work, believe me I tried everything. This is not difficult because after you drill the bolt and re-install, you can install washer spacers between the first nut and castle nut to get the right position for the cotter pin. The nuts are accessible by opening the hood.
11. On some cars, a rubber compression only with no bolt is used centered between the wheels. Replace this too. Since the original has a step and the replacement may not, a small bolt and large washer may be required to keep the bushing from moving.
12. Now attend to the passenger side and remove all the bolts. Repeat the process. It will be much easier because you will have already completed the driver's side (learned how). Tighten these bolts according to the manufacturer's specifications (until you taste bile, usually when the interior sleeve is butted against the two washers and no further compression of the bushing can occur).
13. Go back to the driver's side and tighten those bolts.
14. Re-tighten the steering rag joint. If you forget this, it may still steer, but not a good idea.
15. Drive the car a couple hundred miles over normal roads (not just a long highway trip), and then make sure all the bolts are still tight.

The difficult aspects of this project are obtaining the 1/2" separation to remove the old bushings and removing the old bolts. Here are several other points to consider:

1. The eight (four per side) rear bolts are screwed into a square metal nut that is held in place by a tack welded piece of sheet metal. Often the tack weld fails and the square nut spins or the bolt breaks. If this happens, then you need to cut the sheet metal body above to access the square nut. There are four of these on each side in the back. The bushings above the rear axle seem to be well preserved and will not be an issue. The four below the trunk can be the most problematic. The worst is the one below the rear seat.
 - A. To access a square nut that is spinning or the bolt has broken, drill a pilot hole from below 1/8" up through the body to find out where you are. Use the 1/8" hole to help position where to drill your 3" diameter metal hole saw. The body mounts are a piece of 1/16" thick metal separated from the body by about a half inch and so when you cut this hole you will not ruin the body mount.



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

March 2011



B. After the hole is cut, you can remove the sheet metal bracket with a cold chisel and make this a through bolt application similar to the front bushings with a castle nut. After the installation is completed, manufacture a patch panel from 20 gauge galvanized sheet metal and fasten with sheet metal screws. Paint the patch panel and it will look very professional.

2. Sometimes it is difficult to attain that ½" clearance separation from the body to frame (in addition to the 13/16" already maintained). A large digging bar may be required to be used as a pry bar. Sometimes when you jack up the body the frame goes up too.
3. There are also three minor body to frame bushings in front that seem to hold up much better than the others and except for accessing them (under radiator, battery, and coolant reservoir), they are child's play to replace after you have replaced the major bushings that are the subject of this article.

Since the bushing replacement, the car no longer rattles and the doors close much nicer. The suspension control arm bushings front and rear were already replaced, so there was no concern about rattles in suspension. The project went so well on the 1970 Cadillac that had suffered severe bushing deterioration; that I decided to replace them on my other 1970 Cadillac. I have driven one of



Mission accomplished: replaced bushing

these two cars over 4,000 miles since bushing replacement with no problems; therefore I consider the job a success. It is a real pleasure driving a 40 year old Cadillac Convertible with smooth like new rattle free ride quality.



Cadillac & LaSalle Club ***Potomac Region*** ***Caddie Chronicle*** ***March 2011***



A CADILLAC AT GHOST BARRACKS ***STORY AND PHOTOS BY IVARS JAUNRUBENIS***

In my last year and half of military service, I was assigned to the 793rd Military Police Battalion at Furth/ Nuremberg in Germany, Darby Barracks. The year was 1959. Although assigned to the headquarters company for Administrative duties, now and then, I also had to go on daily patrols. On several patrols, I had noticed an abandoned Army barracks about seven to eight miles from Furth, off the main road. A driveway about 150 yards long with tall, old trees on both sides led up to the barracks. It gave an impression of a beautiful park-like setting. There were no houses around and the barracks were surrounded by wheat fields. In front of the driveway was a weathered sign in large letters, **“Off Limits to US Personnel”**.



“Who you gonna call?”

I began to wonder why the barracks were off limits. Was anything hidden there that we were not suppose to see? Or what secrets if any, did the old barracks hold? Why weren't the US troops occupying these barracks? On one of my next patrols, an urge to know about the barracks would not let me go. But something inside me told me not to go there alone. I asked my Battalion and Company Commanders about the old barracks and they just shrugged their shoulders and said it is probably just an old Bavarian army barrack that was unsafe to enter, perhaps with structural damage.

Soon after, an opportunity arose unexpectedly. I became friends with our motor pool's 1st Sergeant Paul Beacher. This came about partly because whenever I had finished my driving duties I always tried to turn in a clean truck, jeep, or sedan. He appreciated it very much. Paul, or Polley as we called him, was from the Richmond, Virginia area and I was from Washington, D.C. so we were almost neighbors. He was a WWII and Korean War Veteran that spent most of his Army career in vehicle maintenance. I had heard from other guys that Polley had a big Cadillac which he kept hidden and out of sight most times. I knew that he drove a somewhat old Volkswagen which he had bought second hand. At first, it never crossed my mind to ask about a Cadillac, but one day I had enough courage to ask him if he had it here in Germany. He looked at me, smiled and then said, “Come on I will show you something.”

Behind the motor pool's main garage was a smaller one with three wide doors. It was here that Polley kept a Battalion's Commander Jeep, a sedan and a 1953 Oldsmobile '98. He opened one door and led me towards a large partition-wall. He then moved one side of partition and there stood, a 1953 Cadillac in like new condition. It was medium beige, tan color Cadillac Fleetwood Sedan. It was an unusual color and one did not see them in this color very often. I looked in amazement at a Cadillac. Polley smiled and said, “Now you see it. You like it, eh? Is not it so, yes?” It was one of Polley's favorite phrases. He had paid for the Cadillac from combat pay and was very proud that he did not owe a dime on it. Since many of the streets in Furth and Nuremberg were not kind for the Cadillac's suspension, he did not drive it too often.



Cadillac & LaSalle Club ***Potomac Region*** ***Caddie Chronicle*** ***March 2011***

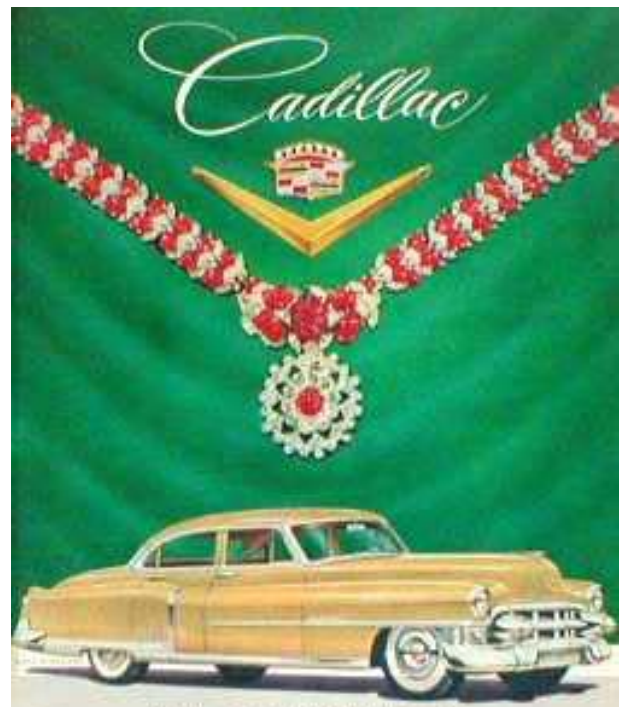


I asked him jokingly about a ride in the Cadillac and he looked at me, smiled and said, "You know we can drive this coming weekend to Rothenburg as long as you have a weekend pass." Fortunately, I did. Then he added, "The Cadillac needs a good running before I ship it home in a month or so." Like me, he had about three months left in Germany. On Sunday morning, we were ready for a ride in the Cadillac.



Rothenburg, Germany

Rothenburg is a small, medieval, picture book town on the shores of Tauber River. It is about 60 miles west of Furth. Back then, like now, Rothenburg attracted lots of tourists. It was a beautiful ride thru the Northern Bavaria's-Franconias country side. There were many small picture square villages and small towns. The Cadillac took these Bavarian roads at great stride. The Cadillac's ride was a little stiffer than later models. The seats also were firmer and seemed like a living room's big couch. However, the Cadillac could not show its full potential when it came to speed and driving because it was a two-lane and fairly narrow road that one had to closely watch for oncoming traffic. Whenever we stopped, there was always an admiring crowd of Germans looking over the Cadillac. They called it "**Die Grosse Amerikanischer Wagen**". I guess the name Cadillac was too difficult for them to pronounce.

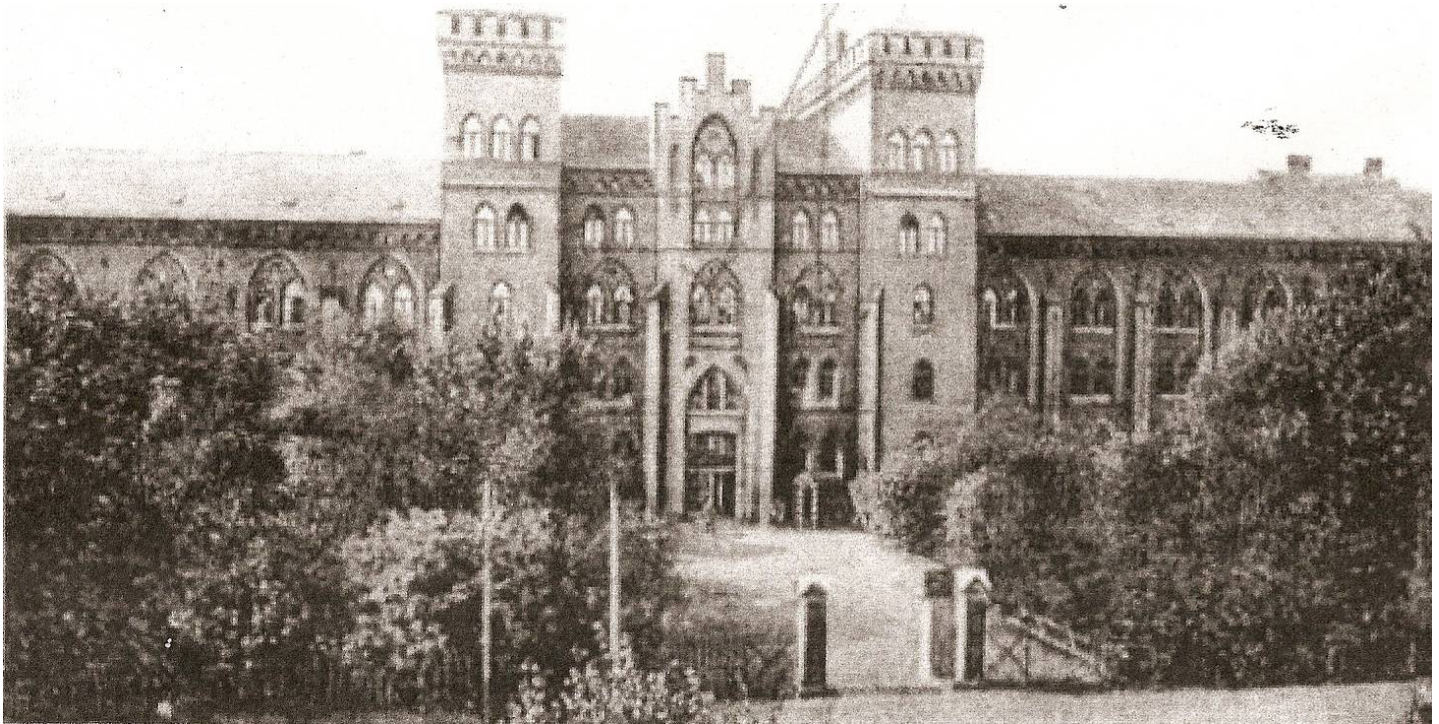


Similar color to Polley's Fleetwood

When we arrived at Rothenburg I asked Polley about the old barracks. Polley said that he had noticed them but did not pay much attention. Then he said, "You know, on our way back we can stop there and see for ourselves these old barracks." He asked me if I am afraid of ghosts. I answered, "No way." Then we both laughed. We had a good time in Rothenburg visiting many old homes including a castle. Also, we had great food, beer, and wine. We met quite a few American tourists, a few from Virginia and Maryland. There were always admiring crowds around the Cadillac. The day passed quickly and it was time to drive back to Darby barracks. The Cadillac on the way back, again performed flawlessly and smoothly. I admired its smooth and firm ride since some sections of the road were on the rough side.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2011



Front view of the Ghost Barracks

As we approached the old barracks, we slowed down and looked to see if anybody was behind us. With none in sight, we made a sharp turn into the barracks driveway and proceeded slowly since the old pavement had cracked badly in some places. It was a large fortress like building with red, dark bricks. Polley stopped the Cadillac and both of us got out, we had arrived. The barracks, a long, high, three story building with additional side extensions, had been built in typical Bavarian-Prussian Gothic style. It reminded me of an old castle. Polley parked the Cadillac so that it could not be seen from the roadway. Then we proceeded to take a closer look at the barracks.

The front entrance was a big and heavy archway with large two sided doors. On top of the archway was a Bavarian crest and below it was XV Bayerische Koeniglich Art Regiment (some of the lettering for Artillery had fallen off). Below the main door at one side was a large engraved plate with Anno Domini 1885, the year the barracks were built. On both sides of the archway were two large and long columns which went high above the roof line that looked like two towers. Large Gothic style windows reflected and gave kind of a spooky light. After a few minutes, I had a feeling that something strange and foreboding was in these barracks. They looked ghostly in the afternoon's light.

Polley and I decided to separate and walk around the barracks to check it out further. I took a look thru the first floor windows and saw that hallway walls had been painted with color scenes of soldier life. There were soldiers on horseback with caissons and artillery pieces, field kitchens, a parade with a band and beer steins. The artist, possibly a soldier himself, had done a great job.



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

March 2011



Suddenly, I heard footsteps on the hallway floors and saw several shadows off the walls which looked like humans. The barracks were supposed to be vacant! I dashed around the corner and saw Polley. I asked him if he had managed to get in the barracks and walk down the hallways. He answered, "No way. Every door is locked solid and there is no way we can get in without breaking the doors." Standing next to a window, we heard what sounded like someone walking down the hallway and we saw some shadows off the walls. Polley called out, "Is anybody there and need help?" No answer came back, except for an eerie silence. Both of us looked at each other puzzled. Maybe roof rafters had come loose and were banging together and making shadows against the walls. Possibly fallen down ceilings? Polley turned to me and said "Let's get out of here. This place is giving me the creeps. We really don't know what is going on here. Could be many things of which we know nothing. What about you," he asked. I replied that I also felt very uneasy.

As fast as we could, we got back to the Cadillac where we then saw a strange sight. The car seemed to be bathed in a whitish gray vapor mist. It only lasted for a minute and then the mist was gone. We wondered what this could have been. Possibly vapors from chemical weapons buried under the dirt mounds on the grounds? It was too early for an evening fog. We could only guess.

We checked the Cadillac for a possible damage, but there was none. Yet when Polley turned the ignition key, the engine sputtered and would not start. He tried four more times, but nothing happened. It seemed as if someone was holding us back and would not want for us to leave. Polley opened the hood and began to check everything. At first, he thought the carburetor might have been flooded. But it was fine. Then the high tension, spark wires and distributor. Everything else was in good order and tight. The Cadillac had run perfectly all day and now, it was having starting problems. Polley was someone who could fix everything on the military and civilian vehicles. I could see that he was getting frustrated.

What now, we thought. We were about eight miles from our barracks in Furth and there were no filling stations around the main road. It was coming close to late afternoon. Polley thought for a while and said, "Let's give it a try now and see what happens." Finally, the Cadillac started. He did not hesitate to give the Cadillac all it could take and we went at a fast clip on the barracks driveway and turned the main road towards our barracks. By now, Polley drove as fast as road conditions allowed. He turned towards me and asked, "Are you alright?" I replied, "Yes, I am ok." Then he said, "I have been in two wars, but never in a place like those old barracks."

That evening both of us went to the NCO club and had a few stiff drinks. We made a pact of not telling anyone where we had been and what we had seen. No one would have believed us anyhow. The next day, I asked Polley if the Cadillac started all right. He looked at me and said, "It started with no problems and ran great." As to what exactly happened at the old barracks is something neither one of us will ever know.



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

March 2011



CADDIE CLASSIFIEDS

Cars For Sale

NEW ARRIVAL 1970 Chevrolet Monte Carlo – 2 door hardtop – 45,800 original miles – Built at the General Motors Plant in Baltimore – Big block 402 C.I. / 330 H.P. engine – Autumn Gold metallic with gold vinyl top – One show repaint eight years ago – Bucket seats interior – Loaded with factory accessories – Solid #1 condition – Professionally appraised at \$28,000 – **Asking \$24,000 obo** – For more info, contact Francis Werneth at 410-668-3749 – Car is located in Parkville, MD

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

NEW ARRIVAL 1985 Eldorado – Current mileage is 74,109 miles – Runs great – Being sold by the son of the second owner who purchased the car in 1987 with 7,000 miles and kept it in Daytona Beach, FL until October 2008 – Since then it has been in Virginia and only used to take the elderly owner to doctors appointments – Passed Virginia's Safety Inspection in June 2010 – Hard top replaced in June 2010 and upper and lower radiator hoses replaced in December 2010 – See pictures at <http://www.clcpotomacregion.org/85cadillac2forsale.htm> – **Asking \$4,000** – For more info, contact Al Melanson, Jr. at 703-855-2077 or almelanson@msn.com – Car is located in Fairfax, VA

Parts For Sale

NEW ARRIVAL 1965 Cadillac Parts for Sale – Purchased a large assortment of parts that will be cleaned up and gradually listed on eBay exclusively for 1965 Cadillacs – Some parts may fit other years – Parts include complete set of excellent sedan doors with panels, glass, and hinges; a driver's side coupe door; complete rear bumper with trim; partial front bumper sections; bumper brackets; TR bolts; beautiful dash components and instrumentation; sun visors; dash pads; air conditioning parts; engine heads; fan spacers; perfect trunk lid and many other items – Condition ranges from excellent to core quality – For more info, including parts request, pricing and shipping info, contact R. Scot Minesinger at rscotm@cox.net or 703-283-2021 – Parts are located in Fairfax Station, VA

Manuals For Sale

NEW ARRIVAL Cadillac Manuals for sale – 14 total – Included are Cadillac Shop Manuals (1940, 1948 and 1949), Cadillac Master Parts List (effective 6/5/1959), Motor's Auto Repair Manuals (8th Edition and 13th Edition), Chilton Auto Repair Manual (1940-1953), Guide for Cadillac Enthusiast and more – For more info, contact Mary Lightbown at milightbown@aol.com or 301-874-2142



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2011



2011 OFFICERS

NAME	POSITION(S)	PHONE NUMBER	EMAIL ADDRESS
Vince Taliano	Regional Director Newsletter Editor Website Manager	301-258-8321	vincetaliano@clcpotomacregion.org
Dan Ruby	Assistant Regional Director	301-894-8026	danruby@clcpotomacregion.org
Jack McClow	National Director Newsletter Columnist	301-330-5417	jackmcclow@clcpotomacregion.org
Sandy Kemper	Secretary Associate Newsletter Editor Valley Forge Region Liaison	301-585-0897	sandykemper@clcpotomacregion.org
Diane & Henry Ruby	Car Show Coordinators Central PA Region Liaisons	301-297-4459	henryanddianeruby@clcpotomacregion.org
Harry Scott	Treasurer	703-791-3278	harryscott@clcpotomacregion.org
R. Scot Minesinger	Activities Director Newsletter Columnist	703-283-2021	rscotminesinger@clcpotomacregion.org
Tom McQueen	Membership Chairman Newsletter Columnist	703-863-2393	tommcqueen@clcpotomacregion.org