



# Cadillac & LaSalle Club

## Potomac Region

### Caddie Chronicle

### July 2013



#### DIRECTOR'S MESSAGE BY VINCE TALIANO

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CHUCK PIEL

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

For the second consecutive month, Lincoln Highway Tours are featured in the newsletter. Last month, we published a piece on the Alsop's journey on the Re-Discover America CARavan. This month we have a follow-up to that story, along with a mention of a Lincoln Highway Tour completed by a group of classic car enthusiasts from overseas. Specifically, the Lincoln Highway 1913-2013 Centennial Tour group of 100+ people and 70+ cars from Scandinavia was in the area. Richard Sisson and Marc Tuwiner had the opportunity to visit with them on July 3rd. The next day, 39 of the cars (a few were Cadillacs) participated in the 4th of July parade in Washington, DC, as organized by Randy Denchfield. The tour ended on July 26th in San Francisco, CA. Thanks to Richard for sending us his photos. View them at <http://www.clcpotomacregion.org/2013pictures.htm>.

Congratulations to Potomac Region member Ed Mickolus whose 1960 Fleetwood was featured in the Wedding Cars piece in the June 2013 issue of *The Self-Starter*.

The Potomac Region has been invited to participate in the 10th National Allanté XLR show that will be held in the Washington, DC area. The Bethesda, MD Hyatt will be the Host Hotel for the "DO DC" Tour scheduled for September 4-8, 2013. The car show will be held on Saturday September 7th at the Italian Embassy in Washington, DC. For more information, visit <http://www.cadillacallanteclub.com>.

Save the date! Sunday October 27th will be day of our Annual Fall Car Show at Capitol Cadillac in Greenbelt, MD. This year's theme is *Colossal Convertibles*. Stay tuned for more details.

Please note that the Region invites members to attend the Saturday August 24th car cruise run by the *Lost in the Fifties Car Club* held at Marley Station (formerly a Mall) on Ritchie Hwy (MD Route 2), in Glen Burnie, MD from 4:00-9:00 pm. The charge is \$2 per vehicle. A food vendor and portable toilets are on-site. **This event will be in place of the August meeting.** Please email Sandy Kemper to RSVP and/or for more information.

*Vince Taliano*



# ***Cadillac & LaSalle Club Potomac Region Caddie Chronicle July 2013***



## ***IN MEMORIAM: DAVID ROTHMAN BY RICHARD SILLS AND VINCE TALIANO***



**L to R: David Rothman, Toni Rothman and Carl Steig  
2007 Grand National in Savannah, GA**

David S. G. Rothman, 89, died Monday, July 1st of heart failure at Lankenau Hospital in Wynnewood, PA. David was a dear friend and a true gentleman. He was passionately devoted to the antique car hobby, and served in several officer positions for the Valley Forge Region CLC, and as a member of the Board of Directors of the CLCMRC. In 2001, he received the CLC Newsletter Excellence Award for his work producing the Valley Forge Region's newsletter.

David was a life-long car buff. His Cadillac ownership began in 1955 when he bought a brand new Series 62 convertible. He owned and drove Cadillacs for the rest of his life. In addition to his long list of new Cadillacs, David and his wife Toni owned two

national CLC award-winning antique Cadillacs -- the 1967 deVille convertible (now owned by Mike Barruzza) and the 1975 Eldorado convertible, both low mileage original cars. Whatever work was required to maintain the cars, David performed most of it himself.

During the last several years, David created and chaired the "Adopt-a-Car" Committee at the AACA Museum. This committee raises funds for the Museum by encouraging donors to underwrite the cost of maintaining a particular favorite car. Thanks to David's efforts, the Museum has raised thousands of dollars. Every Cadillac in the AACA Museum has been adopted, along with many of the other antique cars. When Nick Ferrantino donated his 1977 Seville that was formerly owned by TV star Betty White to the AACA Museum, David contacted the Potomac Region and asked if we would be interested in adopting the car. We were honored that he asked us, and have been renewing our adoption annually ever since. David & Toni personally adopted a 1941 Chevrolet convertible with many rare options -- it reminded David of a '42 Chevy convertible that a good friend of his owned when new.

David had a relentlessly cheerful outlook, even in the face of daunting health problems. His concern was always for others, rather than focusing on his own problems. Just a few days before his death, David arranged to transition his responsibility for the "Adopt-a-Car" Committee to Jay Ann Edmunds, who agreed to take on the responsibility. Perhaps David knew that his time was short, and wanted to make sure that the cause he cared for so much would be continued.

We were privileged to know David, and to be counted as his friend.

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[www.clcpotomacregion.org](http://www.clcpotomacregion.org)



# **Cadillac & LaSalle Club** **Potomac Region** **Caddie Chronicle** **July 2013**



## **LETTER TO THE EDITOR**



Vince,

It was nice to talk to you today. I am sending you information on the Harley Earl General Motors Motorama 1955 LaSalle Roadster model. As you probably already know this restored car was first displayed after its 20+ year restoration at Amelia Concours d'Elegance 2013 at the same time the MiniChamp company, one of the finest modeling companies in the world presented the 1:18th scale model of the 1955 LaSalle Roadster that they had been working on for a year.



It should be noted that I had an arrangement with them to approve the prototype models as they progressed and after receiving five prototype models and giving recommendations for further refinement the final model was produced, and in my opinion, it is a dead on representation of the 1955 LaSalle Roadster. As most people already know the two LaSalle show cars, the 1955 LaSalle Roadster and the sister car the 1955 LaSalle Sedan were Harley Earl's swan song before retiring. The reason that he did not give these cars to an actual General Motors division was that he wanted them to be a representation of his last work. Both cars were equipped with V-6, aluminum block, double overhead cam, fuel injected engines with independent rear suspension. However, the internal parts for the engines had not been refined by the 1955 Motorama show so the cars were actually push mobiles. It had been intended for the two cars to be electrified in the trunk so that they could be driven around for show purposes. This was never done, however when we restored the LaSalle Roadster, we electrified the car in the trunk so that the car can drive down the road.

For anybody that is interested in purchasing a 1:18 scale model, limited production of only 999, the price is around \$300 and they will have to get it from their local distributor. To find that distributor call Minichamps at 800-341-4699.

The next showing of the LaSalle Roadster will be at the famous Geneva Concours d'Elegance in Geneva, IL on Sunday August 25, 2013 where for the first time the car will be seen in actual running motion ever. This is a fabulous car show where they close down a turn of the century town that has not changed from the early 1900s and fill it with collector cars on all the streets. It is highly recommended for anybody that likes to see a great car show with plenty of other activities like shopping for the ladies. For more information on the event, visit <http://genevaconcours.net> or [www.bortzautocollection.com](http://www.bortzautocollection.com).

Joe Bortz  
Highland Park, Illinois

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## LETTER TO THE EDITOR



Vince,

As a follow up to our story last month on our trip across the Lincoln Highway, there were 20 cars that made it all the way from New York to the Golden Gate Bridge. Our mechanical problems were not as serious as previously reported, which included a 30 minute stop in Clinton, Iowa for a freeze plug. The old one came out right in front of an auto supply store, and a 30 minute stop for a tire change that happened right in front of a AAA garage. The men had fun removing the left side mount, which had a new tire inside.



Thanks to Bill Anderson, of Berryville, Virginia, for a new front end job and rebuilding of all five brake cylinders before we left. Also thanks to Pete Sanders for a first class engine rebuilding job. It uses Mobile 1 oil and very little of it. Thanks to Tom Alsop for doing most of the driving, and to Jim Cowin, CLC Member from Cambridge, Ohio, for one week of driving. The weather was good for most of the trip. Warm clothes came in handy for a number of cold days, especially since the car does not have a heater.

The car is a great mountain climber. We went over 9,300 feet at least four times. There was still snow on the ground in a number of places. We stayed at 19 hotels, and drove a total of 4,300 miles including many side trips. When asked, "How did the car perform?" I responded that it drove like a Cadillac! One young lady in Reno, Nevada asked, "Why don't you folks trade these old cars in on some modern cars that get better gas mileage?" I was not ready for that one.

Attached is a picture that was taken in the same location at Yellowstone National Park as a picture of President Franklin Delano Roosevelt in a car just like our Cadillac at the park's dedication ceremony in 1937.



Byron & Alida Alsop  
Oak Hill, Virginia



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#### 2013 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Jul 6 Sat	11:00 am – 4:00 pm	9th Annual Picnic with Lincoln Mercury friends	J. Roger Bentley's Brinklow MD	R. Scot Minesinger at <a href="mailto:rscoitm@cox.net">rscoitm@cox.net</a> or 703-283-2021
Jul 12 Fri	9:00 am – 3:00 pm	4th Annual Collector Car Appreciation Day	All across the USA	<a href="http://www.SEMASAN.com/CollectorCarAppreciationDay">www.SEMASAN.com/CollectorCarAppreciationDay</a>
Jul 13 Sat	9:00 am – 3:00 pm	7th Annual CLC Inter-Regional Meet	AACA Museum Hershey PA	Art Archambeault at 717-557-6974 or <a href="mailto:artarchambeault49@gmail.com">artarchambeault49@gmail.com</a>
Jul 20 Sat	2:00 pm – 7:00 pm	8th Annual Surf &Turf/ Summertime Fun Festival	Carroll County Farm Museum Westminster MD	Bonnie Hood at 410-386-3880
Jul 28 Sun	10:00 am – 3:00 pm	10th Annual VCCA Free State Region's Annual Car & Truck Show	Meadowbrook Regional Park Lutherville MD	Hank at 410-377-8331, <a href="mailto:dankerus@comcast.net">dankerus@comcast.net</a> or <a href="mailto:grand1917@comcast.net">grand1917@comcast.net</a>
Jul 31- Aug 3 Wed-Sat		CLC Grand National Meet Hosted by the New England Region	Boston MA	<a href="http://www.nerclc.com/grandnational">http://www.nerclc.com/grandnational</a>
Aug 3 Sat	11:00 am – 4:00 pm	The Annapolis Car Show	Annapolis MD	443-693-SHOW or <a href="http://www.theannapolisshow.com">http://www.theannapolisshow.com</a>
Aug 3 Sat	10:00 am – 3:00 pm	Rohrersville / Boonsboro Fire Stations Car Show	Rohrersville MD	Harry Wood at 301-606-0156 or Jerri D'Angelo at 301-712-6832
Aug 10 Sat	10:00 am – 3:00 pm	39th Annual Metro Chapter Buick Club All-GM Show	Montgomery College Rockville MD	Cory Correll at 240-686-0229 or <a href="mailto:corydraw@gmail.com">corydraw@gmail.com</a>
Aug 24 Sat	4:00 pm – 9:00 pm	CLC Potomac Region participates in the Lost in the Fifties Car Club Cruise In	Marley Station Ritchie Hwy (MD Route 2) Glen Burnie MD	Sandy Kemper at <a href="mailto:sandykemper@clcpotomacregion.org">sandykemper@clcpotomacregion.org</a> or 301-585-0897
Aug 29 - Sep 1 Fri-Sun		CLC Grand European	Noordwijkerhout Netherlands	<a href="http://www.cadillacclub.nl">www.cadillacclub.nl</a>
Sep 1 Sun	10:00 am – 3:00 pm	Vern Parker's 25th Annual Invitation Antique Car Show	Spring Hill Rec Center McLean VA	<a href="http://www.vernparker.com">www.vernparker.com</a>
Sep 4-8 Wed-Sun	Gates open daily at 7:00 am	Fall Carlisle & Auction	Carlisle PA	717-243-7855 or <a href="http://www.carsatcarlisle.com">www.carsatcarlisle.com</a>
Sep 7 Sat	9:00 am – 3:00 pm	10th National Cadillac Allanté XLR Car Show	Italian Embassy Washington DC	Johnny Monzo at <a href="mailto:itsonlyluv@comcast.net">itsonlyluv@comcast.net</a>
Sep 14 Sat	9:00 am – 3:00 pm	17th Annual CLC Hampton Roads Region Car Show	Suttle Motors Newport News VA	Bob Geiger at 757-253-6501 or <a href="mailto:bobnlettygeiger@aol.com">bobnlettygeiger@aol.com</a>
Sep 15 Sun	9:00 am – 3:00 pm	4th Annual CLC Raritan River Region Car Show	Gold Coast Cadillac Oakhurst NJ	Doug Lansing at <a href="mailto:Doug.Lansing@Verizon.net">Doug.Lansing@Verizon.net</a> or 609-466-0687 (evenings)
Sep 21 Sat	10:00 am – 2:00 pm	Fallen Heroes Memorial Car, Truck & Motorcycle Show	FOP Lodge #89 Upper Marlboro MD	Paula Speiden at <a href="mailto:pdspeiden@co.pg.md.us">pdspeiden@co.pg.md.us</a> or 301-772-4760
Sep 21 Sat	10:00 am – 3:00 pm	38th Annual Edgar Rohr Memorial Antique Car Meet	Manassas Museum Manassas VA	Nicki Hudson at 540-522-6533 or <a href="http://www.bullrunaaca.org">www.bullrunaaca.org</a>
Sep 22 Sun	11:00 am – 3:00 pm	2nd Annual Stratford Hall Wine Festival Car Show	Stratford Hall Stratford VA	Jon Bachman at 804-493-1972 or <a href="mailto:jbachman@stratfordhall.org">jbachman@stratfordhall.org</a>
Sep 29 Sun	9:00 am – 3:00 pm	All-GM Show Hosted by the Royal GTOs	King Buick GMC Gaithersburg MD	Bill Sandusky at 301-570-3517 or 301-801-7519 (Day of Show)
Sep 29 Sun		CLC Valley Forge Region Annual Fall Car Show	Peddler's Village Lahaska PA	<a href="http://www.vfrclc.org/upcoming_events.htm">www.vfrclc.org/upcoming_events.htm</a>
Oct 9-12 Wed-Sat	Gates open daily at 7:00 am	AACA National Eastern Fall Meet	Giant Center and Show Grounds Hershey PA	<a href="http://www.hersheyaaca.org">www.hersheyaaca.org</a>
Oct 19 Sat	8:30 am – 3:30 pm	City of Rockville Antique and Classic Car Show	Rockville Civic Center Rockville MD	240-314-5022 or <a href="http://www.rockvillemd.gov/events/carshow.htm">www.rockvillemd.gov/events/carshow.htm</a>
Oct 20 Sun	8:00 am – 3:00 pm	Annual Fall Spectacular Car, Truck, & Tractor Show	Fauquier High School Warrenton VA	Chris at 571-437-3752 or <a href="mailto:fhsbandcarshow@fauquierband.org">fhsbandcarshow@fauquierband.org</a>
Oct 27 Sun	9:00 am – 3:00 pm	Annual Capitol Cadillac Fall Car Show: <i>Colossal Convertibles</i>	Capitol Cadillac Greenbelt MD	Dan Ruby at <a href="mailto:danruby@clcpotomacregion.org">danruby@clcpotomacregion.org</a> or 301-894-8026



# ***Cadillac & LaSalle Club***

## ***Potomac Region***

### ***Caddie Chronicle***

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#### ***JUNE 17, 2013 MEETING MINUTES*** ***BY SANDY KEMPER***

**PLACE:** AAA Car Care Center, Rockville, MD

**TIME:** 7:45 PM

**PRESIDING:** Director Vince Taliano

**ATTENDANCE:** George & Rita Boxley; Derrick Fisher; Bryce Frey; Jeff Gurski, Sandy Kemper; Jack McClow; Tom McQueen; Chuck & Debbie Piel, Debbie Taylor, Harry Scott and Richard Sisson

**DIRECTOR'S REMARKS:** Vince thanked everyone for attending and he thanked the AAA personnel for allowing the club to use their facility for our meeting. Kathryn Cummings, Retail Office Manager, and Parnell Singleton, Car Care Manager, welcomed the club and explained the services that AAA provides at their "store." Afterward Vince resumed with the following comments. As reported recently, Jack McClow has been appointed as the CLC Treasurer. He will be just the third Treasurer in the entire history of the CLC. Congratulations, Jack! Our condolences go out to Juan and Luis Aranda on the passing of Betty, their wife and mother, respectively. Betty was a founding member of the region. Also, our condolences to the family of former CLC Potomac Member Bruce Bell, who recently passed away in Florida; to Craig Perrotty on the recent passing of his father; to Bob Mantz on the recent passing of his brother and to Harry & Julia Scott on the recent passing of Julia's brother. Reminder that four members' milestone birthdays will be celebrated at Roger Bentley's picnic: Harry Scott, Jim George, Margo Sisson and Richard Sisson. Also, we wish Rita Bial-Boxley a Happy Belated Birthday and Happy Birthday to George Boxley whose birthday is June 21st.

**SECRETARY'S REPORT:** The Minutes from the May meeting were not read since they will be published and distributed to all members in the June, 2013 newsletter.

**TREASURER'S REPORT:** The Treasurer's Report covered the time period from the May meeting to date. The Region's income was \$ 6.00. The total expenses for the same time period were \$89.79.

**MEMBERSHIP REPORT:** Our current 2013 membership total is 197 members. Debbie reported that she has sent welcome packets to new CLC members whose names are published in *The Self-Starter* and who reside in our area. These packets are sent to entice those members to join our region. Vince said that based on archived files that were provided by Bryce Frey, our Region's first secretary; the late Steven Sisson, our Region's first director; and others, we were able to trace, as best as we could, each Potomac Region member's and/or family member's initial year of joining the region. With this information, we will establish a Membership Recognition program to celebrate each member's length of membership with the Region in increments of five years as part of our Region's 45th Anniversary celebrations in 2014. Prior to the start of the program, each member will have the opportunity to verify the year listed for them and provide an update to assist us in establishing the baseline membership information.





# **Cadillac & LaSalle Club**

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**ACTIVITIES REPORT:** The following activities were discussed:

**1. Recent Events:**

- **AACA Eastern Division Spring Meet, Carlisle, PA, May 30-Jun 1st.** Many members attended, including Chuck Piel, who told everyone about his experiences at the Meet. Chuck will be preparing an article for our Region's newsletter.
- **CLC Valley Forge Region Car Show, Delaware Cadillac, Wilmington, DE, Jun 1st.** Lynn Gardner and Daniel Jobe attended. Photos and a story about the show will be published in an upcoming issue of our newsletter.
- **CLC National Driving Tour, hosted by the NorCal Region, Jun 1-6th.** Sandy Kemper attended and provided details of this splendid CLC national event designed to encourage members to drive their Cadillacs and LaSalles.
- **40th Annual Sully Plantation Father's Day Car Show, Chantilly, VA, Jun 16th.** Jack McClow and Tom McQueen described the cars were seen around the show field what members attended. They did not know who may have received awards in the Cadillac class.

**2. Upcoming PR Events:**

- **9th Annual Pot-luck Summer Picnic w/Lincoln & Mercury Friends, J. Roger Bentley's House, Brinklow, MD, Sat Jul 6th.** Please bring your favorite picnic food, and if you have a favorite dessert you want to share with others, please bring that as well. The club will provide soft drinks, water, ice, serving tables, plates, cutlery, etc. Feel free to bring special beverages of your choice. Also please bring folding chairs or a blanket to sit on. Parking is on the grass under the trees in the front yard. **Please RSVP by July 1st indicating the dish that you will be bringing.**
- **Annual Fall Car Show, Capitol Cadillac, Greenbelt, MD, Sun Oct 27th.** Vince has announced that the Fall Show will be held on Sunday, October 27th. The theme for this year's show will be **Colossal Convertibles**. Our goal will be to have a car at least one from every decade. More details to follow.

**3. Other Upcoming Events:** The following events were mentioned:

- **Carlisle GM Nationals, Carlisle, PA, Fri-Sun, Jun 21-23rd.**
- **7th Annual CLC Inter-Regional Meet, AACA Museum, Hershey, PA, Sat, Jul 13th.** This is a popular show with several of our members. Besides the show, there is access to the Museum and a post-show gathering at the home of CLC Central PA members Art & Jan Archembeault.
- **10th Annual VCCA Free State Region Car & Truck Show, Meadowbrook Regional Park, Lutherville MD, Sun, Jul 28th.**
- **CLC Grand National Meet, Boston, MA, Wed-Sat, Jul 31-Aug 3rd.** An informal poll was taken of who plays to attend this year's Grand National.

**GENERAL DISCUSSION:** Tom McQueen described his recent visit to the Blackhawk Museum in Danville, California.

**NEXT MEETING:** Monday, July 15 at the Silver Diner, Merrifield, VA

**ADJOURNMENT:** Meeting adjourned at 9:10 PM.



# ***Cadillac & LaSalle Club Potomac Region Caddie Chronicle July 2013***



***DELAWARE CADILLAC SHOW HOSTED BY THE CLC VALLEY FORGE REGION  
STORY & PHOTOS BY LYNN GARDNER***

The CLC Valley Forge Region Club held their Annual Spring Show at Delaware Cadillac in Wilmington, Delaware on June 1st. The weather cooperated as clear skies and warm temperatures were the order of the day. 21 Cadillacs and two LaSalles gave attendees plenty to view and admire. One car, a 1974 Fleetwood Talisman, was of particular interest. The car was sold new by Delaware Cadillac and was part of a local doctor's estate. The estate attorney contacted Earl Rutter, the present owner, because of his known interest in old Cadillacs. The car that had been left outside for several years after the original owner's health declined. There was extensive rust around the rear window and sail



panel; however, the interior was in good condition. Earl purchased the car and had it towed home. With some effort, he got it running. The car had all its original belts and hoses. A new rear window frame was installed, and the exterior of the car was stripped and re-painted. New old stock (NOS) trim and new elk grain padded top material were purchased and installed. The body and paint look better than new, and the interior is all original including the original writing pad and gold Cross Pen and Pencil set in the console. It is a really great car, and what are the chances of finding another one that was ordered in such a great color (pictured above)?

Two cars from the Potomac Region made the trek up I-95 to participate: Daniel Jobe's 1978 Seville and my 1975 Sedan deVille. Mike Uffner, owner of Delaware Cadillac, was a great host and provided staff to grill hamburgers and hotdogs for attendees and spectators. The Cadillac Division of General Motors provided a display and two product experts for demonstration of two new 2013 models. They answered questions about features and upgrades on the latest models. Overall it was a great show.





# Cadillac & LaSalle Club Potomac Region Caddie Chronicle July 2013



Below are the results with Potomac Region members denoted in red.

LaSalles	<b>First Place</b>	<b>1940 5019 Sedan</b>	<b>Bud Coleman</b>
	Second Place	1940 5019 Sedan	John Barry
1934 to 1955 Cadillacs	First Place	1955 Convertible Coupe	Joe Alcorn
	Second Place	1934 Sedan	Cliff Woodbury
1966 to 1974 Cadillacs	First Place	1974 Fleetwood Talisman	Earl Rutter
	Second Place	1966 Sedan de Ville	Jilmar Pena
	Third Place	1974 Fleetwood	Mike Lizzio
1975 to 1976 Cadillacs	First Place	1976 Eldorado Convertible	Joe Caristo
	<b>Second Place</b>	<b>1975 Sedan Deville</b>	<b>Lynn Gardner</b>
	Third Place	1976 Series 75 Sedan	Bill Smith
1978 to 1980 Cadillacs	<b>First Place</b>	<b>1978 Seville</b>	<b>Daniel Jobe</b>
	Second Place	1980 S & S Funeral Coach	Gerald Carroll
1983 to 1984 Cadillacs	First Place	1983 Coupe de Ville	Dan Huebner
	Second Place	1983 Eldorado Touring Coupe	Mike Zimmerman
1993 Cadillacs	First Place	1993 Fleetwood Sedan	Don Strong
	Second Place	1993 Allante	Mike Uffner
1995 to 2006 Cadillacs	First Place	2006 DTS	Chris Kendzierski
	<b>Second Place</b>	<b>1995 Fleetwood Brougham</b>	<b>Mike &amp; Vicky Barruzza</b>
Best of Show	Early	1955 Convertible Coupe	Joe Alcorn
	Late	1976 Eldorado Convertible	Joe Caristo
Best of Show - Emeritus Cars	Early	1942 7533 Imperial Sedan	Jeff Hansen
	<b>Late</b>	<b>1974 Eldorado Convertible</b>	<b>Ronnie Hux</b>
Dealer's Choice Award		1941 6109 Sedan	Marty Watkins
Emeritus Cars in Attendance		1941 6109 Sedan 1942 7533 Imperial Sedan <b>1960 Convertible Coupe</b> 1964 Eldorado <b>1974 Eldorado Convertible</b>	Marty Watkins Jeff Hansen <b>Jack Hotz</b> Al Cowling <b>Ronnie Hux</b>





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### **AACA EASTERN SPRING MEET IN CARLISLE, PA**

#### **MAY 30 – JUNE 1, 2013**

#### **STORY AND PHOTOS BY CHUCK PIEL**

The Gettysburg Region of the AACA was the lucky and very hospitable host of the AACA Eastern National Meet, held in Carlisle this year. It is rare for the Spring Meet to be this close, so we decided to participate and see how our car would do in the AACA points judging.

The weather was very good, if you like hot, sweltering temperatures. My brother David and I drove our '67 DeVille Convertible up for the meet, and it was too hot to put the top down! The hot weather didn't deter another 625 or so AACA vehicles from showing up for the meet on Saturday's show field.



**Randy Denchfield's beautifully preserved  
HPOF '49 Series 62 Sedan**

In addition to our car, the Potomac Region was represented by Randy Denchfield, who entered his '49 Cadillac Series 62 Sedan in the Original Historic Preservation of Features (HPOF) class, and Richard Sills with his gorgeous triple black '76 Eldorado Convertible, among others. Tom McQueen and Richard Sisson were several other PR friends seen walking about. Doris Phelps, a friend of the region, brought her beautiful '50 Coupe DeVille and 17,000 mile original '67 Sedan DeVille.

The show was a success for Potomac Region Members. Below is a list of winners.

Lacy Malcom  
Randy Denchfield  
Jerry Gordon  
Chuck & Debbie Piel  
Franklin Gage  
Richard Sills  
Ralph & Sandi Stroud

1938 LaSalle  
1949 Series 62 Sedan  
1961 DeVille Short Deck Sedan  
1967 DeVille Convertible  
1970 Dodge Dart  
1976 Eldorado Convertible  
1979 Lincoln

Repeat Preservation  
Original HPOF Designation  
Repeat Preservation  
Second Junior Award  
Original HPOF Designation  
First Junior Award  
First Junior Award





# Cadillac & LaSalle Club Potomac Region Caddie Chronicle July 2013



**"Open Wide" – our '67 DeVille Convertible awaits class judging**



**Richard Sills' Triple Black '76 Eldorado – a 3,100 mile gem**

All in all, it was a terrific day to see some beautifully preserved and/or restored cars. One car (albeit a non-Cadillac) that astounded David and me was a '40 Ford Business Coupe that was in the HPOF Class. The 73 year-old black paint on the body of this car looked like it was sprayed yesterday. The gentleman who owns it was saying that he has had to prove repeatedly that it wasn't repainted. He's had Ford experts of the era confirm the originality of the paint on the body (the fenders were repainted several years ago, and match the body perfectly).

It really was wonderful to see original cars like Randy's, Richard's, and the '40 Ford. *"It's only original once."*

Dave and I drove back Saturday afternoon. I have to admit, it was nice to have working AC (thanks Scott Minesinger!).

This was our first AACA experience in terms of having a car in the show. We've never gone through AACA judging as our car is a "driver" – we've put 7,000

miles on it in the 2 ½ years we've owned it. By getting it judged for a First Junior, we're now able to see how the judging works, where our car has points deducted and what we need to improve in order to win a First Junior Award, if we decide to go for it again. (We got a Second Junior Award, which surprised me given the radial tires and aftermarket battery on the car were automatic deductions.) It was very educational, and the AACA judges couldn't have been nicer folks to deal with. We're raring to get on the road up to the CLC Grand National!

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# ***Cadillac & LaSalle Club Potomac Region Caddie Chronicle July 2013***



***E15 RALLY ON THE NATIONAL MALL  
STORY BY SANDY KEMPER  
PHOTOS BY TOM MCQUEEN AND SEMA***



**Rally participants included Potomac Region members Jack McClow (far left), Sandy Kemper (third from left) and Franklin Gage (eight from left)**

It began with a series of "Urgent" emails requesting help to have 20 vintage cars of all types representing the Antique Automobile Club of America (AACA) at a "Fuel for Thought" rally on Capitol Hill in Washington, DC. The President of the AACA, Tom Cox, had just been contacted by the Specialty Equipment Market Association (SEMA). (SEMA is a trade association consisting of automobile specialty parts and accessories manufacturers, distributors, retailers,

publishing companies, auto restorers, street rod builders, restylers, car clubs, race teams, etc. SEMA is a strong legislative advocate for the collector car community.) SEMA, alongside the American Motorcyclist Association (AMA), wanted the AACA to take part in an anti E15 ethanol rally at the U.S. Capitol to draw attention to concerns about the corrosive effects of ethanol in gasoline. The Rally was scheduled to take place on Wednesday, June 19, 2013 between 9:30 am and 12:30 pm. Tom called upon the AACA regions in the Greater Washington, DC Area and requested the participation of AACA members and their cars at the Rally. Within a day or two of the initial emails, a plan to participate in the Rally was formulated among a number of local AACA members and other clubs, including the CLC Potomac Region.

A diverse group of collector cars assembled at a parking area on the Clara Barton Parkway in suburban Maryland. Once everyone who was expected had arrived at this assembly point, the caravan of cars pulled out onto the Parkway. It proceeded in the midst of the late morning rush hour straight into downtown Washington, DC. Although it was difficult to remain in caravan through some intersections, most of the cars arrived together at the designated point on Fourth Street, SW.



# ***Cadillac & LaSalle Club*** ***Potomac Region*** ***Caddie Chronicle*** ***July 2013***



There, the cars were directed by SEMA employees onto the gravel path on the Mall, just across Jefferson Drive from the National Museum of the American Indian and in full view of the U.S. Capitol. Each car was given a United States Park Police permit to display in the windshield which, despite its official purpose, was a souvenir for all of the long term residents of the Washington Area who had never parked one of their classic cars (or any other car, for that matter) on the National Mall.

Across the greensward of the Mall, the American Motorcyclist Association members parked their motorcycles. The AMA had a tent and stage set up on the Mall at Third Street. For all of the Rally participants, they provided cold water, snack bars and goodie bags consisting of written materials about their organization and the ethanol concern, as well as, a few trinkets, one of which was a \$10 gasoline gift card. Once all of the cars and motorcycles were parked, tourists and media representatives who had been made aware of the Rally wandered among the vehicles and asked questions about the ethanol issue. A short while later, the AMA kicked-off the Rally with a program of speeches on the stage. The speakers included the AMA Board Chair Maggie McNally, AACA's Tom Cox and six U.S. Representatives. After the program concluded, SEMA provided a pizza lunch for all of the participants who had brought their collector cars to the rally.



The CLC Potomac Region was represented by four participants, Franklin Gage, Sandy Kemper, Jack McClow and Tom McQueen. Unfortunately, with the exception of Jack McClow, who drove his 1975 Fleetwood Talisman (pictured top left), none of them drove their Cadillacs, instead choosing another classic car in which to participate in the Rally (Franklin: 1959 Buick, Sandy: 1964 Porsche and Tom: 1961 Buick – pictured bottom left). Actually, it was better for the Rally's purposes to have these multiple makes and models participating even though it would have been fun to see a line of Cadillacs on the Mall. Other classic cars participating included: 1929 Ford Model A pick-up, 1935 Dodge, 1952 Plymouth, 1953 Oldsmobile, 1966 Corvair, 1968 Ford Galaxie, 1979 MGB, 1983 Nissan and a few others not listed here. Of note, the 1935 Dodge is a right-hand drive Model DU with a body built by T.J. Richards. It is one of 12 built, body #1 and it came out of South Australia!



Although driving in Washington, DC traffic during a normal work day is not the most pleasant experience, the novelty of being in a caravan of classic cars and parking on the National Mall was a real treat. Further, all of us thought that it was important to show our support to the concerns of the collector car community about the dangers of ethanol in the gasoline for our cars' engines.



# ***Cadillac & LaSalle Club***

## ***Potomac Region***

### ***Caddie Chronicle***

#### ***July 2013***



#### ***THE CASE AGAINST ETHANOL***

***From SEMA's "DRIVING FORCE" newsletter***  
***(Reprinted with permission)***

Fed a steady diet of corn, a staggering number of vintage vehicles in the United States are now suffering from clogged arteries. The culprit? Ethanol.

The issue is straightforward. Countries around the world are supplementing their gasoline with biofuels, primarily ethanol. In the United States, ethanol is distilled from corn but cellulosic ethanol can also be distilled from switchgrass, sugarcane, wood chips and other agricultural byproducts. Supplementing the petroleum-based fuel supply in this manner may be a well-intentioned effort to reduce oil dependency, but it is not cost-effective and results in severe consequences to your collector vehicle's engine.

Most new vehicles are constructed with materials that resist ethanol's potentially harmful properties when small concentrations of the biofuel are used, such as 10% ethanol by volume (E10). However, that is not the case with older cars and current high-performance specialty parts. Condensation created by this gasoline can damage engines and result in corrosion, rust, clogging and deterioration of fuel-system components.

The U.S. Congress enacted the Renewable Fuel Standard (RFS) in 2005 and then set ambitious mandates for the amount of ethanol to be blended into gasoline each year, going from 9 billion gallons in 2008 to 36 billion gallons by 2022. In order to meet the ever-growing RFS biofuel mandate, the U.S. Environmental Protection Agency (EPA) recently permitted the sale of 15% ethanol (E15) in gasoline. In the process, the EPA acknowledged that E15 poses a risk to older cars and therefore made it "illegal" to fuel pre-'01 vehicles. However, the agency is only requiring a gasoline-pump warning label to alert motorists that E15 could potentially cause equipment failure in older vehicles.

The EPA's decision has spawned a huge battle across America. A coalition of unlikely partners has come together to fight E15. They include organizations such as the SEMA Action Network (SAN) representing collector cars and their owners, along with the boating industry, lawn-equipment manufacturers and the oil industry. It also includes the food industry (corn prices are increasing as a portion of the crop is being diverted to fuel) and environmentalists (the land, transportation and energy costs to produce ethanol undermine the benefits).

The battle's outcome is still unknown. The EPA's decision is being challenged before the U.S. Supreme Court. In Congress, lawmakers are considering legislation to ban E15 and also reduce the RFS mandates, the driving force behind E15. Both H.R. 875 in the U.S. House of Representatives and S. 344 in the U.S. Senate are supported by the SAN. A timeframe for resolving the debate is unclear, but the issue has become very contentious.

While it is now legal to sell E15 in America, there are only a handful of stations currently marketing the product. The infrastructure for most stations has not yet been certified for the fuel. More importantly, most automakers have not certified their vehicles for E15. Therefore, they may void the warranty for any E15-related damage. For auto enthusiasts in the U.S., the message to lawmakers and regulators about ethanol has been clear: "Hit the brakes on E15."





# ***Cadillac & LaSalle Club Potomac Region Caddie Chronicle July 2013***



## ***9TH ANNUAL SUMMER PICNIC WITH LINCOLN MERCURY FRIENDS STORY AND PHOTOS BY VINCE TALIANO***



**Enjoying the shade on a hot summer day**



**Happy Birthday Richard, Harry and Margo!**

It was another successful picnic. The weather was typical for July, hot and muggy, but the breeze and shade under the trees in Roger Bentley's yard made the conditions tolerable. We had great food, drink and conversation with some beautiful Cadillacs, LaSalle's, Lincolns and other makes on-site. Happy Birthday wishes were extended to Richard Sisson, Harry Scott and Margo Sisson who all share the same milestone birthday this year.

Attendees included Randy Edison, Bob Norrid and Jack McClow, Richard Sisson, Margo Sisson, Vince Taliano, Scot Minesinger, Chuck & Debbie Piel, David Piel, Mary Moscati and her friend Jane Phillips, Harry & Julia Scott, Tom & Sarah McQueen, Robert Meekins and Jerry Kirchner, along with Lincoln-Mercury friends. As in the past, an occasional car or two turned into the driveway to see what type of event was drawing such a large turnout of classic cars. Our sincerest thanks go out to Roger for his continued hospitality. Thanks to everyone who provided something to share, and who helped with the picnic.



To see more photos, visit <http://www.clcpotomacregion.org/2013pictures.htm>.

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[www.clcpotomacregion.org](http://www.clcpotomacregion.org)



# ***Cadillac & LaSalle Club*** ***Potomac Region*** ***Caddie Chronicle*** ***July 2013***



## **THE LAST V-16 STORY & PHOTOS BY CHRIS CUMMINGS**

In 1940 Cadillac had been building and selling V-16 motor cars for a decade. From the time of the surprise announcement in late 1929 that such a supercar would be offered to the public, the world had changed in so many ways. A Great Depression had weighed down nations, businesses and individuals. The Rome-Berlin Axis had begun wrenching Europe into a horrible war, into which the United States would soon be drawn. The Imperial Japanese Army and Navy were on the move in the Pacific. Movies now had life-like color. Swing was the thing in popular music and dance. Commercial air travel was becoming more available (in 1939 Pan American Airways flew the first trans-Atlantic passenger service). Cars were becoming sleeker, more powerful and more civilized.

The technological reasons for a sixteen-cylinder engine had faded over the decade. The new flathead V-8 that Cadillac introduced in 1937 was much smoother than its predecessor, and it rivaled even the silken power delivery of the V-16. Improved fuel chemistry and advances in metallurgy allowed higher compression ratios and greater power without adding cylinders. Streamlined styling, all-metal bodies and advanced construction techniques made for lighter-weight that smaller and more agile power plants could easily manage.

Not incidentally, the perception of the automobile and its reasons for existence (and purchase) had evolved. Where once the fortunate and accomplished would travel in elaborate chariots built and appointed by the finest craftsmen, years of hard times had greatly restrained the ostentation of luxury automobiles, and most of the fine coachbuilding houses had died off or turned to other work. It had become much more difficult for an automobile manufacturer to concentrate on the carriage trade (pun intended). Packard survived the Great Depression by offering a lower-priced line. Cadillac survived with substantial assistance from its corporate parent. Many others disappeared.

## **Cadillac V-16s Lost and Found**



**Tracing the Histories  
of the 1930s Classics**

**Christopher W. Cummings**

**Ordering information on Chris' latest  
book will be available soon!**





# ***Cadillac & LaSalle Club*** ***Potomac Region*** ***Caddie Chronicle*** ***July 2013***



The decision was made that the 1940 model year would be the final one for the Cadillac V-16. The last major styling change had been for 1938, when the 135-degree side-valve ("flathead") V-16 engine was introduced. The '38 V-16 cars used the same new bodies and chassis as the Series 75 V-8 models, with distinctive grilles and trim pieces to set them apart from their lesser siblings. For 1939, the V-8 cars got a new prow-style grille ensemble, but the V-16 line continued through 1940 with the 1938 bodies freshened by minor decorative changes. Calling the correct model year for a late series V-16 is a specialized talent among old Cadillac fans. Cadillac had sold just over three hundred of the new flathead V-16 cars in 1938, but less than half as many were delivered in 1939. 1940 would see just fifty new V-16 Cadillacs produced.

The last Cadillac V-16 had engine number 5320061. Research carried out by long-time owner (the late) Bill Tite disclosed that it was delivered to Green Bay, Wisconsin, and from there it was shipped to Honolulu, Hawaii. It was a Series 9019 five-passenger sedan (no divider window and no jump seats) and it wore a color exotically named Luzon Green, a shade somewhere between teal and sea green with a slight metallic quality to it (pictured right). It's not



**The Last V-16 as it appeared on eBay in 2011**

known at this time who bought the car new – a pineapple company executive? the territorial governor? a general or admiral? In any event, the car eventually made its way back to the mainland. In 1961 Dean Brown, a used car dealer in Los Angeles, California sold it and it was transported to St. Clair Shores, Michigan in a van, together with a 1939 V-16 coupe. The purchaser was Bill Tite, and a fellow enthusiast was the new owner of the '39 coupe.





# ***Cadillac & LaSalle Club*** ***Potomac Region*** ***Caddie Chronicle*** ***July 2013***



Bill Tite was one of the early members of the Cadillac-LaSalle Club and he owned many 1938-1940 Cadillacs and became quite knowledgeable about the V-16s. When this particular V-16 sedan arrived in the Detroit area, it wasn't running. Mr. Tite rebuilt the engine, new pistons and all. But there were problems with the wiring and he was not able to really enjoy the car. A friend recalls that he might have driven it around the block a couple of times, but his wife said that he never started it. Mr. Tite had other projects, and the discouragement occasioned by the wiring difficulty meant that this car was put aside for later.

As things worked out, later never came, and when Mr. Tite passed away the last V-16 was still a



project waiting to be tackled. In 2011, Mr. Tite's son put the car up for auction on eBay for his mother. The photographs showed a very complete car with the original paint on the body, re-chromed bumpers, and the fenders in primer. Some rust was visible on the lower edge of the trunk lid, but the listing indicated that a new trunk lid and a new passenger door would go with the car. The upholstery and interior trim appeared to be complete and in good condition. The new owner would not have to conduct an extensive hunt for parts.

**Complete but non-running V-16 at the time of its most recent sale**

On October 8, 2011, Australian collector and Cadillac enthusiast Ross Morgan won the auction and purchased the big Cadillac for \$30,301.89. Mrs. Tite was glad to see it go to someone who would appreciate it. It will be interesting to watch for pictures of this historically significant motor car, refreshed, reinvigorated and driven.



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle July 2013



## The CADILLAC LA SALLE SERVICE MAN

Volume V, Number 14 July 15, 1931

### *The M-B-D Scientific (?) Expedition 10,000 Miles of Pleasure and Comfort in a Cadillac V-16*

**A**ROUND America in twenty days," the descriptive slogan of a trip taken by three men, H. L. Menke, H. M. F. Behneman and C. J. Dixon, all of San Francisco, meant more than a record. This trip was taken as a vacation trip where pleasure counted as much as mileage, and the fact that a Cadillac V-16 was called upon to provide both proves two things:

1. That the Cadillac V-16 is capable of providing comfort with fast, sustained driving.
2. That V-16 owners have confidence in the performance of their cars.

In planning the trip it was not necessary to search further for a car that would provide the comfort and dependable operation necessary to make so long a journey enjoyable. The comfort and dependability of the V-16 was taken for granted because the owner, Mr. Menke, had already operated the car over 17,000 miles and knew its worth.

#### A pleasure trip

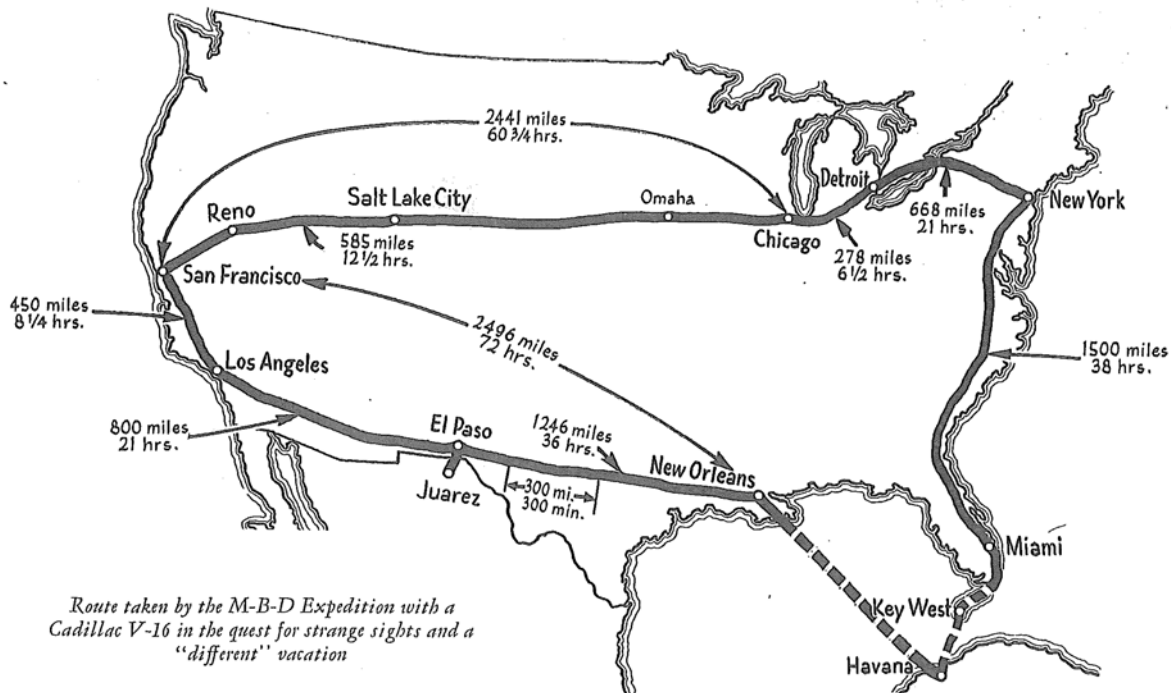
The M-B-D Expedition, as it was called, started out from San Francisco, May 2, with a 10,000 mile *pleasure* trip ahead. They did not attempt to hold exactly to their 20-day schedule inas-

much as they were out to see the sights and the travelers tarried longer than planned at many points to study more carefully the customs and liberties of the natives, particularly on foreign soil.

In spite of overstaying their scheduled limits in most of the major stopping points, the trip was made in twenty-four days. Driving time and, frequently, total elapsed time was better than the fastest train time between major points.

According to the official report of the expedition, a portion of which is reproduced on the following page, the purpose of the trip was rather indefinite—it was

*(Continued on next page)*







# Cadillac & LaSalle Club Potomac Region Caddie Chronicle July 2013



Page 50, July 15, 1931

The Cadillac-LaSalle Service Man

## The CADILLAC LA SALLE SERVICE MAN

JULY 15, 1931  
DETROIT, MICH.

VOLUME V  
NUMBER 14

Published on the first and fifteenth of each month in the interest of Cadillac Service

### The M-B-D Expedition

(Continued from page 49)

to be decided upon the return of the explorers. They also wished to prove that the world was flat; they wanted to get away from all telephones; to see Havana by moonlight; to get a good restful vacation, and to prove that Dr. Behneman could really get away from his business. Incidentally the boys say that they are going to write a book and hope that we will each buy a copy.

The official report of the trip also states that the roads were all furnished by the various Highway Departments throughout the country and that it rained at Reno. One of the outstanding features of this trip is that the car ran like a top—in fact, it ran so well, the report states, that they would all love to do it over again.

#### The crew

H. L. Menke, the owner of the V-16 which was used, promoted the expedition. On the trip he acted as the pilot, cinematographer and chief hand shaker. Of course, he had other minor duties to perform as well.

H. M. F. Behneman, a San Francisco physician who did not think it possible to get away from business until he just "up and went," acted as navigator, chief surgeon, accordion teaser, etc.

C. J. Dixon was none other than our own "Clarence" Dixon, Service Manager for Don Lee Incorporated at San Francisco. According to the report, "Clarence" acted as chief engineer, head of the Royal Commissary and scout extraordinary.

An interesting fact connected with this trip is that none of the three men are professional racing drivers and the entire trip started as a vacation and ended that way.

The three men took turns at driving, riding and sleeping in the rear compartment. After orientating themselves the first day, no difficulty was experienced in sleeping. The easy riding qualities of the V-16, the roominess and the lack of bouncing and jarring made sleeping quite comfortable.

#### The trip

The party left San Francisco at 4:03 A. M., driving the 450 miles to Los Angeles in 8 hours and fifteen minutes.

From there the journey continued to El Paso, at which time, 1,250 miles from San Francisco, they were seven hours ahead of the Sunset Limited, the fastest train between these points. To refresh themselves and to forget the heat, they took a round trip to Juarez, consuming 3 hours and (?) gallons. This was the first touch on foreign soil.

#### New Orleans ahoy!

From El Paso they traveled to New Orleans. At this time they were 72 hours

to the minute from home with 2496 miles behind them and the Sunset Limited still had an hour and a half to go to catch up with them.

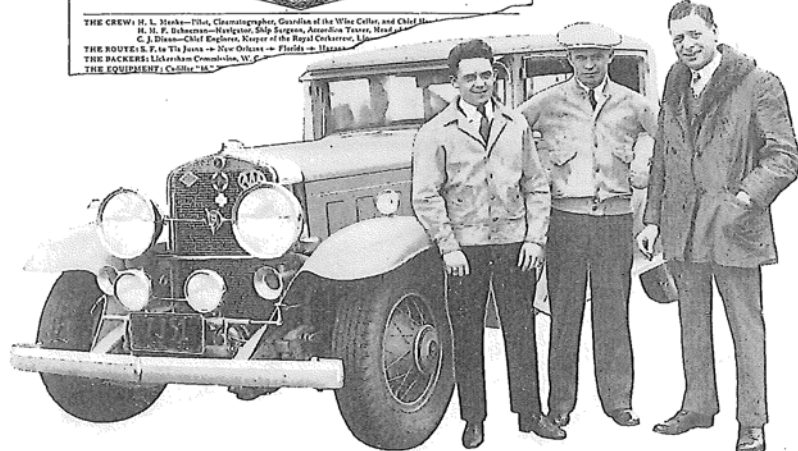
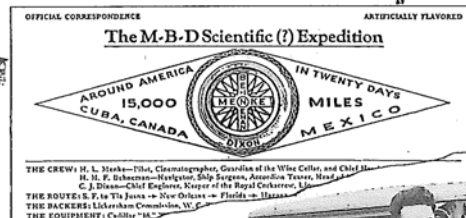
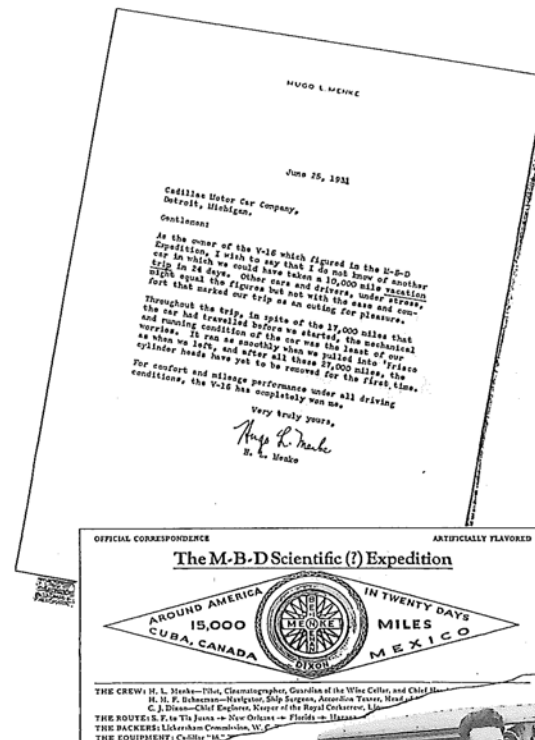
A day and a half was spent in New Orleans. Leaving there Wednesday morning, however, they were in Havana, Cuba, Friday noon, where they remained until the following Tuesday. Key West to Miami consumed a day and a half inasmuch as the ferry makes only one trip a day and was not equal to the V-16 running schedule. The trip to New York was made in 38 hours, mileage amounting to about 1,500.

#### Westward Ho!

After a stay in New York the journey continued to Detroit through Niagara Falls and across Canada to Windsor, taking about 23 hours. The travelers stayed over in Detroit three days and after visiting the factory continued on to Chicago where another day was spent.

The last hop of the journey, from Chicago to San Francisco by way of Omaha and the Victory Highway, was completed in 60 hours and 42 minutes, elapsed time, about equal to the fastest train time. Poor roads, especially from Salt Lake City to Reno, held them down

(Continued on next page)



Mr. Menke's letter, above at the left, indicates that it was indeed a pleasure trip—every mile of the way. At the center, left, is a part of the official report of the M-B-D Expedition and at the bottom, from left to right, are Menke's V-16, "Clarence" Dixon, H. M. F. Behneman (Bennie) and H. L. Menke, himself





# Cadillac & LaSalle Club

## Potomac Region

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The Cadillac-La Salle Service Man

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### The M-B-D Expedition

(Continued from page 50)

considerably on this lap. Three hours were spent in Salt Lake City and also in Reno.

#### Little service required

The car had been driven 17,000 miles before this trip had begun. The only engine work necessary up to this time consisted of one replacement of spark plugs, minor ignition adjustments and one carbon burning job. According to a

Start—4:03 a.m. Saturday, May 2, 1931 at San Francisco.  
 Finish—7:42 p.m. Monday, May 25, 1931 at San Francisco.  
 Total mileage—Approximately 10,000 miles.  
 Elapsed time—24 days, 15 hours, 39 min.  
 Total driving time—Approximately 12 days.  
 Cruising speed—60-65 m.p.h. 75 per cent of the time.  
 Fuel mileage—8½ miles per gallon average.  
 Oil consumption—150 miles per quart.  
 Fastest lap—300 miles in 300 minutes.  
 Foreign countries visited—Three.  
 Engine trouble—None.

Some interesting entries in the log of the trip are given here

statement made by the men, the car ran as smoothly at the end of the trip as at the start. And—in spite of having been driven over 27,000 miles, it has not yet been necessary to remove the cylinder heads.

Traffic cops? Certainly—the boys saw plenty of them, especially in California—in fact they saw more in California than in all the other states put together, but so unostentatiously did their V-16 slide along the road that not once were they stopped for speeding or traffic law violation.

Throughout the 24 days, the journey was considered a vacation trip. Whenever there were sights to be seen the party stopped over and remained as long as they wished. This is shown in the fact that they drove 12 days and spent 12 days seeing the sights. Comfort and smooth performance is of first importance in a pleasure trip and this they found in the V-16.

"If we wanted to make the same trip over again," Mr. Dixon said, "and do it in the way of a record trip, I believe we could cut the time in half."

### 340-345 Front Fenders for Service are Alike

The front fenders used on LaSalle 340 and 345 cars are similar except for the location of the holes for the head-

lamp wire conduit. In order to make the fenders for these models interchangeable, as furnished by the Parts Division, these holes are not drilled in fenders shipped for service. Instead of this, there is a template pasted to the underside of each fender showing the location of the holes for either models and it is simply a matter of drilling the proper holes for the model on which the fender is to be used.

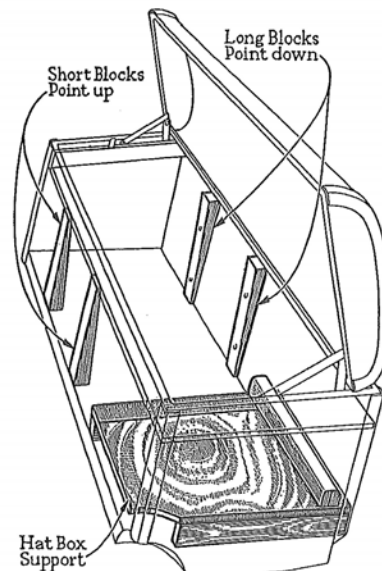
This procedure simplifies stocking these fenders inasmuch as it requires only one type of fender for two models.

### Watch for this Car

A seven-passenger, 314 Cadillac Sedan, engine No. 118632. This car was sold to Harry Conn by the Weaver Motor Car Company of Charleston, W. Va., who wish to locate it as soon as possible. If this car comes into your service station or if you know of its whereabouts, please wire the above distributor collect.

### Installing Blocks in 355, V-12 and V-16 Town Sedan Trunks

The blocks required for holding the suitcases and hatbox in place in Town Sedan trunks are not installed at the factory but are shipped with the suit-



Use wood screws in concealed holes to attach blocks

The screws holding the suitcase blocks must be screwed way in below the surface to prevent scratching the cases

cases. The installation of these blocks on 355, V-12 and V-16 trunks differs slightly from that on the 345 and previous models.

### Don't Miss This One!

Cadillac Service Guide No. 9 features "Selling Appearance Service." This film is of especial importance to every man in the organization because it shows graphically a source of service profits which rightfully belong to Cadillac Distributors and Dealers.

When you see this film, study it carefully so that when you leave the meeting you can answer this question—"What part do I play in Selling Appearance Service?" The answer is there—for every man in the organization.

The accompanying phantom view shows how this installation should be made. Note that the hatbox support goes in the right-hand end of the trunk while the short wedge-shaped blocks go in the rear of the trunk, pointing upward, and the long ones go at the front, pointing downward. These blocks should be placed about eight or ten inches from either end of the suitcase and fastened in place by means of the wood screws furnished. The concealed holes for these wood screws can be easily felt through the covering of the blocks. Be sure to draw these screws down tight so they will be below the surface of the blocks to prevent damage to the suitcases.

When putting the suitcases in place, the one toward the front of the car should, of course, be put in first.

### Tire Tips Included in "Service Man" Mailing

"TIRE TIPS," a booklet published by the Rubber Manufacturers' Association gives many interesting facts concerning the care of tires which should be brought to the attention of service salesmen so that they will understand the various factors affecting tire wear and be able to explain them clearly to customers when necessary.

A limited supply of these booklets has been received by the factory for distribution and they are being mailed with this issue of the SERVICE MAN. Two copies of "Tire Tips" are being sent to each Distributor and one copy to each Dealer. Since this booklet was published before the recent change in tire pressure recommended by the factory, it does not agree with the present recommendations for front tires. It should be remembered that the recommended pressure is now 40 pounds all around, except for high speed driving, when the front tires should be inflated to 45 pounds.



# Cadillac & LaSalle Club

## Potomac Region

### Caddie Chronicle

### July 2013



#### CADDIE CLASSIFIEDS

##### Cars For Sale



**1929 Cadillac 341-B Phaeton** – Been sitting about 10 years since some restoration work completed by White Post Restoration – See picture at <http://www.clcpotomacregion.org/29cadillacforsale.htm> – **Asking \$80,000 obo**



**1959 Series 62 Six Window Sedan** – Car was originally Pinehurst Green (Code 30) but was repainted to its current dark green – Body is solid, fender skirts missing, otherwise complete – Chrome is good, not great – Only option is six-way seat which works – Dash top is pretty bad, and of course the horn ring is broken – Carpet is fair to good with original rubber floor mats – Driver's seat showing wear, headliner is discolored – See picture at <http://www.clcpotomacregion.org/59cadillacforsale2.htm> – **Asking \$7,000 obo** – For more info, contact Dave Long at 301-302-9634, 301-766 8058 or 301-582-3819 – Cars are located near Hagerstown, MD



**1965 Pillared Sedan deVille** – 11K original miles – Some rust – Needs restoration except for interior which is in immaculate condition – Three-owner car – Original owner was a Vice President for Baltimore Gas & Electric – Current owner has had the car for approximately 15 years – See pictures at <http://www.clcpotomacregion.org/65cadillacforsale2.htm> – **Asking \$3,500** – For more info, contact Bud Gahs at 443-695-4417 – Car is located in Nottingham, MD (northeast suburb of Baltimore)



**1976 Seville** – Brentwood Brown (Code 67) with beige interior – One owner car with 56k original miles – Car has been well maintained, only downside is it sits for too long – Repainted some time ago due to rust from the half vinyl top – Clean vehicle history with documentation available – Only damage is a crease in lower left rear door – Overall car is very clean – See pictures at <http://www.clcpotomacregion.org/76cadillacforsale.htm> – **Asking \$5,999 or best offer** – For more info, contact Steve Martin at 202-997-7991 or [malencer@yahoo.com](mailto:malencer@yahoo.com) – Car is located in Washington, DC



**1991 Brougham** – Midnight Blue – 5.0 liters – Approximately 193K miles – Excellent running/mechanical condition – Work done over past two/three years includes brakes, front end/suspension, exhaust, replacement steering column, power windows, and more (have documentation for repairs) – Needs cosmetic attention to bring to show condition – See pictures at <http://www.clcpotomacregion.org/91cadillacforsale.htm> – **Asking \$2,150** – For more info, call Adam or Nate at 301-762-6917 – Car is located in Potomac, MD

##### Parts Wanted

**1939 LaSalle Ash Tray** – For more info, contact Jack Brownell at 202-638-6300 (office), 202-746-3070 (cell) or [jbrownell@douglasdev.com](mailto:jbrownell@douglasdev.com)

**1947 Series 62 Convertible Rear Fender Spears** – For more info, contact Robert Schilling at [47makeover@gmail.com](mailto:47makeover@gmail.com)



**Cadillac & LaSalle Club**  
**Potomac Region**  
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**2013 OFFICERS**

<b>NAME</b>	<b>POSITION(S)</b>	<b>PHONE NUMBER</b>	<b>EMAIL ADDRESS</b>
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