



# **Cadillac & LaSalle Club**

## **Potomac Region**

### **Caddie Chronicle**

#### **January 2014**



#### **DIRECTOR'S MESSAGE BY VINCE TALIANO**

##### **2014 OFFICERS:**

##### **REGIONAL DIRECTOR**

##### **NEWSLETTER EDITOR**

##### **WEBSITE MANAGER**

VINCE TALIANO

##### **ASSISTANT REGIONAL DIRECTOR**

##### **CAR SHOW COORDINATOR**

DAN RUBY

##### **NATIONAL DIRECTOR**

##### **NEWSLETTER COLUMNIST**

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##### **SECRETARY**

##### **ASSOCIATE NEWSLETTER EDITOR**

##### **VALLEY FORGE REGION LIAISON**

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##### **OTHER KEY POSITIONS:**

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##### **AUTOMOBILIA AUCTIONEER**

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##### **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

##### **NEWSLETTER COLUMNIST**

TOM MCQUEEN

##### **HONORARY MEMBER**

##### **NEWSLETTER COLUMNIST**

VERN PARKER

##### **CENTRAL VA REGION LIAISON**

##### **NEWSLETTER COLUMNIST**

CHUCK PIEL

##### **CAR SHOW MASTER OF CEREMONIES**

##### **NATIONAL CLC ADVISOR**

##### **NEWSLETTER COLUMNIST**

RICHARD SILLS

January 2014 marks the beginning of the Region's 45th year and Capitol Cadillac's 80th year. Throughout the year, we will be re-publishing stories that cover the long and interesting history of the two organizations. Later this year, the Region will hold a 45th Anniversary Party where some of longest and most dedicated members will be recognized. Stay tuned for details!

Over 65 people attended our holiday party held at the Springfield Country Club. Special thanks to our hosts Scot & Carolyn Minesinger. The festivities included the unveiling of the Henry Ruby painting by Dan Reed. The painting was commissioned after the fall car show and will be on display at Capitol Cadillac commemorating Henry's tenure as Car Show Coordinator.

Funding for the painting was based on the sale of donated items to the club by Jay & Nancy Adams, Daniel Jobe, Bill Kost & Noralee Frankel, Scott Milestone and Richard Sills. Thanks to everyone for their donations, especially Bill & Noralee whose extensive vehicle literature collection will be available for purchase at the automobilia auction this spring. See more photos from the Holiday Party on page 6.



**L to R: Scott Milestone and Dan Ruby with the Henry Ruby painting**  
Photo by Lynn Gardner

Congratulations to Jack McCLOW whose story on how he purchased his 1957 Series 62 convertible in the summer of 1970 from an ad in **Hemmings Motor News** appeared in the February 2014 issue celebrating their 60th Anniversary. Read the letter on page 4.

*Vince Taliano*



# ***Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2014***

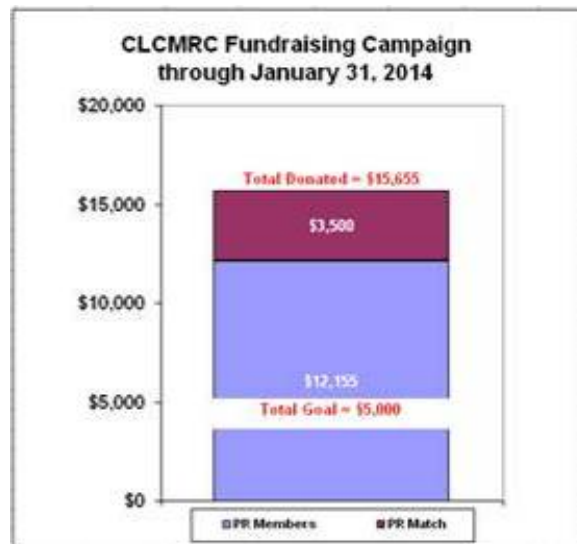


**UPDATE ON THE CLC POTOMAC REGION MATCHING FUNDS DRIVE FOR CLCMRC  
STORY BY VINCE TALIANO  
RENDERING BY THE CLCMRC**



Our latest Cadillac LaSalle Club Museum and Research Center (CLCMRC) Matching Funds Program has ended. Between contributions by our members and the matching funds by the Region, we have contributed an additional **\$15,655** to the building campaign. Thanks to the following members who made donations:

- Craig Perrotty
- Lynn Gardner
- Maurice Jones
- Vince Taliano
- Baxter Saucier
- Richard Sills
- Jack McClow
- Bryce Frey
- Bob Norrid
- Anonymous Donor
- Sandy Kemper
- Terry Prevost
- Jeffrey Seifert
- Chuck & Debbie Piel
- Mark Russo



At the recently held CLCMRC Winter Board Meeting, it was announced that over \$200k is still needed. **Therefore, our Region challenges the other regions to implement their own matching funds program and help the building campaign cross the finish line.** The Valley Forge Region has already started their own program, a 2 for 1 match!



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2014



## 2014 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Jan 18 Sat		CLC National Midwinter Board Meeting	Scottsdale AZ	Jack McCloy at 301-330-5417 or <a href="mailto:jackmccloy@clcpotomacregion.org">jackmccloy@clcpotomacregion.org</a>
Jan 25 Sat	7:00 pm – 1:00 pm	26th Annual AACA Bay Country Region's Winter Parts Meet	Governors Hall Sailwinds Park Cambridge MD	Ed Nabb Jr. at 410-228-5252 or <a href="mailto:hnnabb@bcctv.net">hnnabb@bcctv.net</a>
Jan 26 Sun	12:00 pm – 4:00 pm	Potomac Region Holiday Party	Springfield (VA) Country Club	R. Scot Minesinger at <a href="mailto:rscotm@cox.net">rscotm@cox.net</a> or 703-283-2021
Feb 6-8 Thu-Sat		AACA Annual Meeting	Philadelphia PA	<a href="http://www.aaca.org">www.aaca.org</a>
Feb 16 Sun	2:00 pm – 4:00 pm	Potomac Region Monthly Meeting	Snyder's Willow Grove Restaurant Linthicum MD	Vince Taliano at 301-258-8321 or <a href="mailto:vincetaliano@clcpotomacregion.org">vincetaliano@clcpotomacregion.org</a>
Feb 23 Sun	12:00 pm – 5:00 pm	41st Annual Old Car and Train Day	The Clement Home Fairfax VA	Sandy and Clem Clement at 703-830-5597, 571-239-1701 or <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a>
Feb 28- Mar 2 Fri-Sun		41st Annual Atlantic City Classic Car Show & Auction	Atlantic City NJ Convention Center	G. Potter King, Inc. at 800-227-3868 or <a href="http://www.acclassiccars.com">www.acclassiccars.com</a>
Mar 8 Sat	7:00 am – 3:00 pm	41st Annual AACA Chesapeake Region Antique Auto Parts Flea Market	Howard County Fairgrounds West Friendship MD	Tom Young at 443-744-6338, <a href="mailto:tbirdtoms60@verizon.net">tbirdtoms60@verizon.net</a> or <a href="http://www.chesapeakeaaca.org">www.chesapeakeaaca.org</a>
Mar 28-29 Fri-Sat	Door open at 8:00 am	44th Annual AACA Sugarloaf Mountain Region Parts Meet and Auction	Carroll County Agriculture Center Westminster MD	Robert Clubb at 301-829-2000 or <a href="mailto:smraaca@aol.com">smraaca@aol.com</a>
May 4 Sun	9:00 am – 3:00 pm	23rd Annual Capitol Cadillac / Potomac Region Spring Car Show & Automobilia Auction	Capitol Cadillac Greenbelt MD	Car Show: Dan Ruby at <a href="mailto:danruby@clcpotomacregion.org">danruby@clcpotomacregion.org</a> or 301-894-8026 Automobilia Auction: Vince Taliano at 301-258-8321 or <a href="mailto:vincetaliano@clcpotomacregion.org">vincetaliano@clcpotomacregion.org</a>
May 30- Jun 1 Fri-Sun		CCCA Museum Experience (spotlighting Cadillacs & LaSalle's)	Hickory Corners MI	Katie Robbins at 313-563-0621 or <a href="mailto:cccakatie@aol.com">cccakatie@aol.com</a>
Jun 7 Sat		25th Annual Orphan Car Tour	Starting from Parkton MD	Jon Battle at 540-364-1770, <a href="mailto:TourDirector@orphancartour.org">TourDirector@orphancartour.org</a> or <a href="http://www.orphancartour.org">www.orphancartour.org</a>
Jul 8-12 Wed-Sat		CLC Grand National	Lake George NY	<a href="http://gn.cadillacallasalleclub.org/">http://gn.cadillacallasalleclub.org/</a>
Jul 27 Sun	10:00 am – 3:00 pm	11th Annual VCCA Free State Region's Annual Car & Truck Show	Meadowbrook Regional Park Lutherville MD	Hank at 410-499-6196, <a href="mailto:dankerus@comcast.net">dankerus@comcast.net</a> or <a href="mailto:grand1917@comcast.net">grand1917@comcast.net</a>
Sep 23-27 Tue-Sat		CLC Driving Tour Northern Indiana	Kokomo IN to Hickory Corners MI	Jeff Shively at <a href="mailto:Cad19651941@yahoo.com">Cad19651941@yahoo.com</a> or 765-721-1659

## DRIVE'EM IF YOU GOT'EM

Congratulations to the following members whose Cadillac recently hit a 1,000 mile milestone.



**Bob Crimmins'**  
**1993 Fleetwood Brougham**  
**49K miles**



**Jeff Gurski's**  
**1996 Fleetwood Brougham**  
**50K miles**

Visit us on the web!  
[www.clcpotomacregion.org](http://www.clcpotomacregion.org)





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**CONGRATULATIONS ON THE 60TH ANNIVERSARY OF HEMMINGS MOTOR NEWS**  
**STORY & PHOTOS BY JACK MCCLOW**  
**HEMMINGS MOTOR NEWS**  
**© FEBRUARY 2014**

Congratulations on the 60th Anniversary of **Hemmings Motor News**. It's been, as they say, a great run, and I am confident the next 60 years will be as interesting and as successful as those that have just passed. You asked for stories we readers might have that would give an insight into how **Hemmings** has touched our lives over the years. I bet you will get hundreds, maybe thousands, of these stories. Here is mine, one of a 43-year-long love affair with an old Cadillac I would like to share with you.

In the spring of 1970, I was a 17-year-old kid with a relatively new license and the urge to buy something different from the cars my friends were interested in. So, with the January issue of your **Hemmings Motor News** in hand, I searched through all 96 of the pages and found my dream car on page 66 - a very well maintained 1957 Cadillac Series 62 convertible in Alpine White with a turquoise and white interior. With my parents' encouragement, we headed off from central Michigan to southern Indiana and returned home with my new car. It was in excellent condition, looked almost like a new car, and ran like a dream. I could not have been happier, and all that happiness was mine for less than \$500.

1957 CADILLAC convert, new paint, overhauled engine & trans, white with good black top and tires, \$550; '54 Cad Limosine, black, overhauled engine, jump seats, good tires, \$450 trade or offer; '53 Studebaker Champion coupe, 6 cyl, stick, runs, \$125; '50 Ford 2 door custom, sedan \$100; '49 Chrysler Windsor convert, good parts car, complete, no title, \$100; '46 Nash coupe, super good parts car, complete, no title, \$100; '29 Hudson super six, 4 door sedan, \$225; trade or offer; '28 Buick Master, 4 door sedan, jump seats, towable, no title, \$250; trade or offer; reason for selling, losing storage. Verlan F Davis, Route 3, Loogootee, Ind. 47553. Ph: 812-295-3026.



Fast forward 43 years, and the car continues to bring great pleasure into my life. I am active in many car clubs, have more fantastic friends than any one person should be blessed to have, and I never lack for something fun to do whenever I want, all thanks to this one old Cadillac, your fine publication, and the wonderful old car hobby.

Thanks for giving me the opportunity to reflect back for a moment or two on what this hobby means to me. Whenever I am out with my friends for dinner and we have a toast, I always thank the classic cars in our lives for having brought us together; the next time I give a toast I will include **Hemmings Motor News** as well, since this is where it all began 43 years ago this past summer.



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**IN THE BEGINNING**  
**STORY BY VINCE TALIANO**  
**PHOTOS BY BRYCE FREY**

#### **ARE YOU A CADILLAC - LASALLE ENTHUSIAST ?**

A number of Cadillac - LaSalle lovers in this area have expressed a desire to get together occasionally - nothing formal, not too frequently, just every once in a while.

Several of us are getting together on Sunday January the fifth and we would like to extend the invitation to you to join us. An open house has been planned. Some colored slides of out of the area ( and in the area ) Cadillacs and LaSalles will be shown. And...alot of shop talk and getting acquainted. Light refreshments.

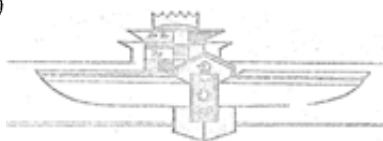
Weather and circumstances permitting....  
Cadillacs, LaSalles and wives welcome.

**WHERE :** Ronald E. VanGelderren  
6185 Hardy Drive (map enclosed)  
McLean, Va. 356-4505

**WHEN :** Sunday January 5, 1969

**TIME :** 2:30 - 4:30 P.M.

We hope you can join us.



R. S. V. P.

p. s. there is a '39 V-16 coupe and a '41 60 S in the garage

On Sunday January 5, 1969, the first Potomac Region meeting was held at Ron VanGelderren's home in McLean, Virginia. Pictured left is the original invitation that was mailed out to prospective members.

Some 15-20 potential members were in attendance including Juan Aranda, Bryce Frey, Richard Sisson and the late Steven Sisson, who served as the Region's first Director. The meeting was later featured, along with two photographs of the participants, in ***The Self-Starter***.

On that cold but sunny day in 1969, Ron's neighborhood was transformed into an Apalachin, New York scene circa 1957 when Mafia bosses from all over arrived in their Cadillacs for a historic sit down. Unlike the Apalachin get-together, the vintage cars did not cause suspicion resulting in the arrival of the State Police at the residence, but rather a CLC Region was formed.



**Our founding members arriving  
at Ron's home in their classic Cadillacs  
(the weather gods were smiling on them in early January 1969)**





# ***Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2014***



**2014 POTOMAC REGION HOLIDAY PARTY  
STORY BY VINCE TALIANO  
PHOTOS BY TOM ALSOP AND LYNN GARDNER**



On January 26, 2014, the Potomac Region's Holiday Party was held at the Springfield (Virginia) Country Club. Members Scot & Carolyn Minesinger, who are also members of the country club, hosted the event. Decent weather for January, considering the winter we have been having, enticed over 65 people to attend. The highlight of the event was the unveiling of the Henry Ruby painting by Dan Ruby. Activities for the attendees included a silent auction, a free 2014 CLCMRC calendar raffle and a 50/50 raffle that was won by Holly Smith, who donated the entire amount back to the club (over \$300). Thanks to Holly and thanks to the Minesingers (pictured right) for hosting another great event!





# ***Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2014***



**MONUMENTAL MYSTERY  
STORY & PHOTO BY CHRIS CUMMINGS**



Approximately 10 years after it was dedicated, the Lincoln Memorial in Washington, D.C. served as a dramatic backdrop for the photograph above. Probably during the winter months (judging by the man's topcoat) a distinguished looking gentleman posed in front of the monument next to his new 1930 Cadillac V-16 sedan. The trees planted by the National Park Service around the base of the memorial don't reach even to the level of the foundation stones (today those trees are grown and are substantial). The camera sees the south face of the memorial, and one of the ceremonial braziers that flank the front steps can be seen to the right of the structure.





# ***Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2014***



Off to the viewer's right, down the National Mall, lie the Washington Monument and the Capitol Building. Not a soul in sight but for the gentleman and his car.

The car is a Series 4375-S or 4375 seven-passenger sedan. It wears the plain radiator cap without an ornament, but the tires are whitewalls and the side-mount spare tires have the optional fabric covers. The license plate numbers can be discerned: J-8592. But which state issued it can't be made out. The style of the lettering and numbers is not inconsistent with contemporary New Jersey plates, but that's just speculation.

Who was this well-to-do fellow who had someone snap his picture with his elegant transportation at such an evocative site? A businessman visiting Washington to talk to his Congressman? A newly-elected Senator seeing the sights when no one is around? The seller of this photo said that there were no notations on the back of the original, and that he acquired it with a large number of unsorted old photos.

The same image can be found in the Library of Congress' Prints and Photographs collection. Their information indicates that the photograph was taken in 1931 and that it was an Underwood & Underwood photo. Until it went out of business in the 1940s, Underwood & Underwood was a pioneer in the field of news-bureau photography (many older books contain photographs that credit Underwood & Underwood as the source). Unfortunately, the Library of Congress has no other information besides their title "Man standing with Cadillac near Lincoln Memorial, Washington, D.C."

Perhaps the subject and occasion for this photograph will remain a mystery.

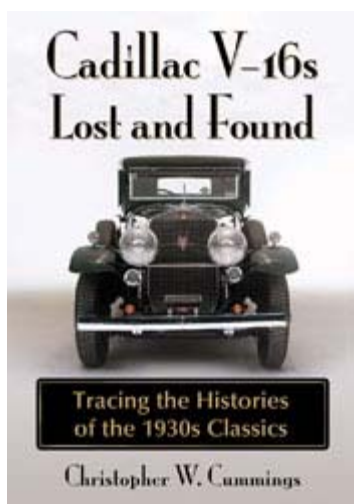
Order Chris Cummings' Latest Book:

## **Cadillac V-16s Lost and Found: Tracing the Histories of the 1930s Classics**

Available at

<http://www.mcfarlandpub.com/book-2.php?id=978-0-7864-7570-4>

*For eleven years prior to World War II, Cadillac defied the norms of practicality and produced an extravagant supercar, a 16-cylinder luxury automobile that could be tailored to the customer's every want. Big, thirsty and lavish, it cemented Cadillac's place in the top tier of motoring magnificence. Each of the cars has its own colorful and fascinating story to tell. Driven by a life-long love of the V-16 and an interest in the history of his own car, the author has assembled some of these tales, gleaned from interviews, books, periodicals and documents, into a liberally illustrated book. Each story is shaped by the people a particular car touched, and the events they lived through together. All are an important part of our automotive and cultural history.*



Potomac Region Member Chris Cummings is a two-time National CLC Award recipient.

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





# ***Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2014***



***CAPITOL CADILLAC  
STORY BY VERN PARKER  
PHOTOS COURTESY OF DANIEL JOBE  
THE WASHINGTON TIMES  
© JUNE 15, 2007***

As a 33-year-old, Floyd D. Akers viewed the Great Depression as an opportunity rather than an adversary. Although he had a good job with GMAC during those early years of national economic uncertainty, he stayed on the lookout for some situation that would afford him the ability to go into business for himself. He got the chance in 1934 when one of his customers, the Washington, D.C., Cadillac Company, failed. Mr. Akers knew that times were hard, and Cadillac represented the highest level of the automobile market. But he also knew that the country would get back on its feet, and discriminating buyers would always want the "best." It wasn't long afterward that he bought the dealership and moved it to 1260 22nd St. NW, christening it "**Capitol Cadillac.**"



The new dealership was housed in a four-story building that used the street level for its showroom and upper levels for offices, parts and shop facilities. A large elevator would transport cars from floor to floor. (The building became John F. Kennedy's Washington Headquarters during his presidential campaign, and it is still standing today, occupied by a government agency. The elevator still works, too!) Capitol Cadillac prospered through WWII chiefly because of service work, as there were no new cars produced from 1942 to 1945. In 1947, Mr. Akers added the Oldsmobile brand to the dealership and brought in his daughter Tomajean's husband, Howard Jobe, to help manage the business.

By the 1960s, Cadillac sales were strong, and Capitol Cadillac was selling more than 100 cars each month. The company was a distributorship and as such started two other Cadillac stores: The Akers Cadillac store in Virginia and the Suburban Cadillac store in Montgomery County. The Virginia store was run by Toliver Lindsay, who later bought it and renamed it. Paul Sheehan, who was married to Mr. Akers' daughter Shirley, managed the Montgomery County store, which was later taken over by former Capitol Cadillac salesman William Coleman, who renamed it Coleman Cadillac.



## ***Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2014***



By the 1970s, the Cadillac Division of GM was encouraging its dealers to leave the city and establish themselves in the suburbs. Mr. Jobe, now in charge of Capitol, had the option to move the dealership either to Tyson's Corner or to a Maryland location. He elected to bring the dealership to Greenbelt, where it moved in 1979, believing the overall growth of Prince George's County would prove worthwhile, which it has. Unfortunately, Mr. Akers didn't live to see the completed dealership. He died in 1978.

Capitol Cadillac endured the dual challenges of Mr. Jobe's death in 1980 and the changes in the automobile market throughout that decade. According to Daniel Jobe, Howard Jobe's son and president of Capitol Cadillac, "The 1980s was a time that the Cadillac name no longer carried us. Aside from



**Daniel Jobe at Capitol Cadillac with both remaining 1953 LeMans  
October 2008**

foreign competition, we had a 10-year run of poor products like the diesel, the V-8-6-4, V-6 and four-cylinder Cimarron. Because my father's long-term vision included integrating other brands, we even tried selling the Sterling. That car proved to be a dismal failure, in part because of build-quality and in part because of multiple levels of service responsibility (British and Japanese). The Cadillac Division couldn't have survived the 1980s and early 1990s without the dealership body they had. It was only their relationship with the customer that saw them through."

***[Editor's Note: Congratulations to Daniel Jobe and Capitol Cadillac for 80 years of Cadillac excellence in the Washington, DC area]***



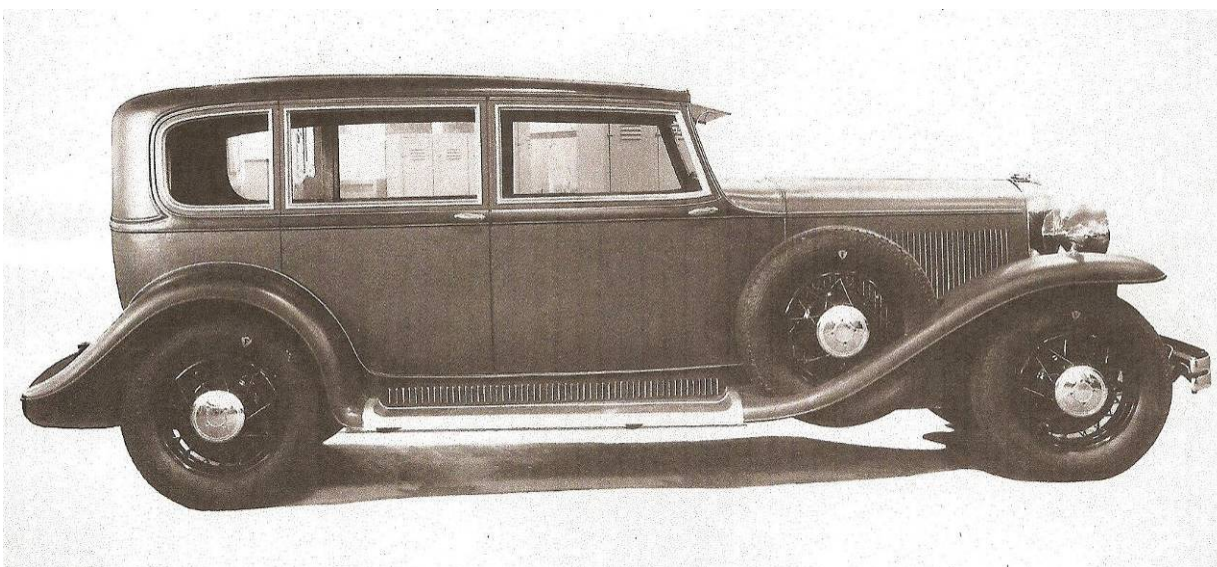
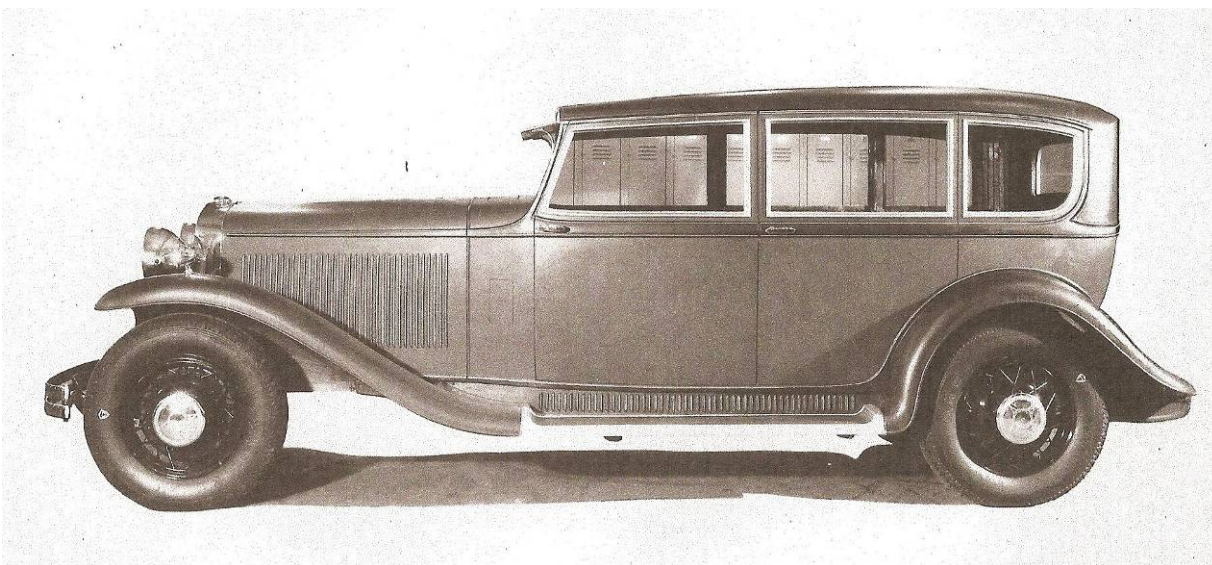


# ***Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2014***



## ***PROTOTYPE OR PRODUCTION? BY VINCE TALIANO***

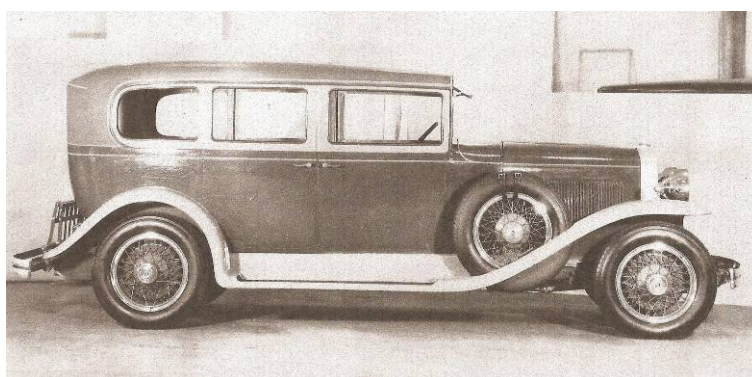
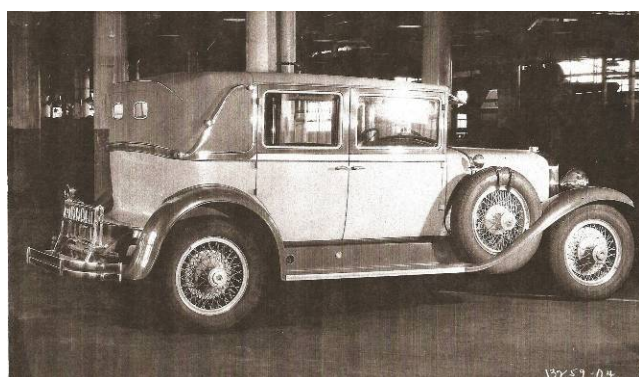
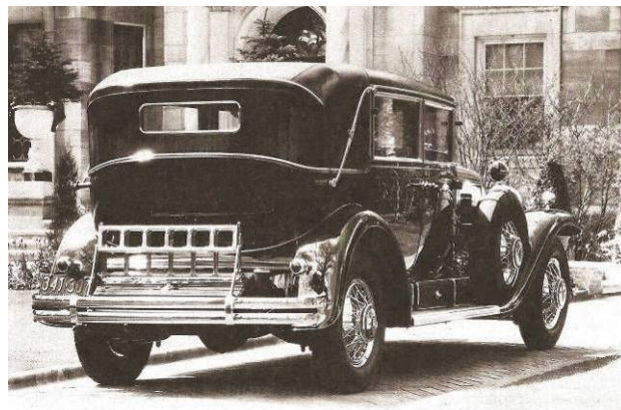
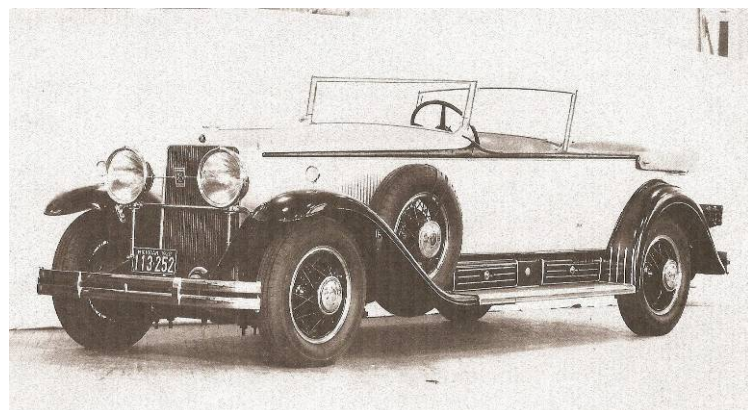
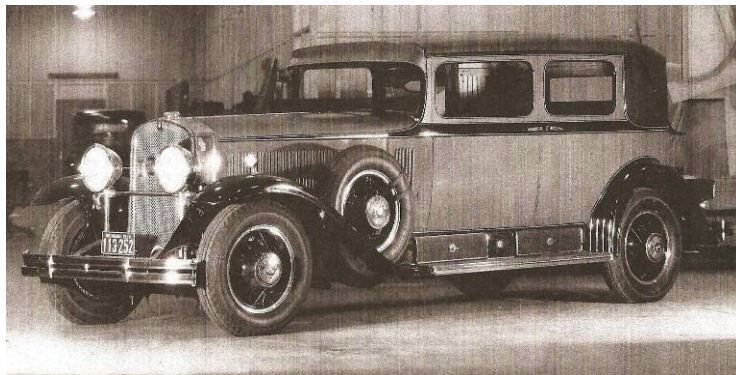
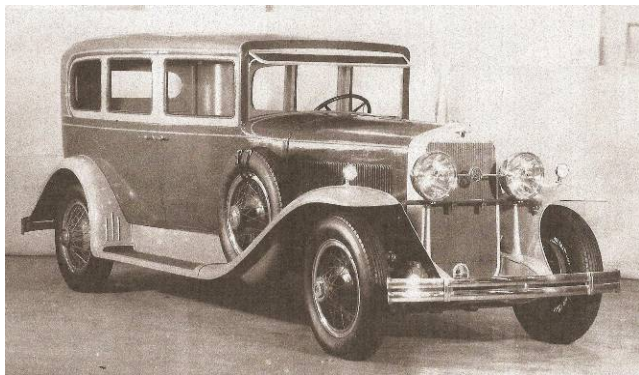
Francis Werneth donated these photos to the club and asked that we research the origin of the vehicles. They are photocopies of original factory photographs taken in the 1920s. Do they represent prototypes or production Cadillacs? Send us an email with your thoughts.







# ***Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2014***







# ***Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2014***



## ***A VISIT TO HONEST JOHN'S CADDY CORNER STORY & PHOTO BY HANS DECKER***

I had talked to "Honest John" Foust numerous times on the phone when ordering various items for my 1956 Cadillac coupe. When business travel took me to Fort Worth for a time, the chance to make the 20 minute trip north to Justin, Texas and Honest John's place was irresistible. Honest John had promised to take me to lunch at a nearby steakhouse (the same one he recently took a couple other CLC members to) when I came up, so we headed out in a white 1992 Cadillac Brougham limo. John explained that he had bought it "for parts", but it looked way too nice for that.



**L to R: "Honest John" Foust and Hans Decker**

Over lunch, Honest John shared the origin of his name, how his business got started and his philosophy on customer service. It seems that, at a young age, John often rode down Belknap Street in Fort Worth with his mother. Back in the day, this street was well known for having a large number of used car dealerships. One of them had a large sign with a picture of a man in a loud suit and the words "Honest John's Used Cars". John would laugh every time they passed the sign, until one day his mother finally asked him what was so funny. John replied that it was the name – who would be stupid enough to buy a car from someone named "Honest John"? (I must confess to feeling a bit of trepidation along those lines myself, before placing a first order.) His mother then asked him if he remembered the name of any other car dealership on the street. John could not, and had to admit that the name might, in fact, be a good sales tool and he soon resolved to someday have his own "Honest John's" dealership.

This became a reality in 1984, when Honest John's Caddy Corner was born. John began the business selling late model Cadillac cars (exclusively) with an occasional 1950s Caddy on the lot to generate interest. John came from a privileged background, and said he derived a lot of pleasure from helping his customers finance their Cadillac purchase that they otherwise could not afford. He would go out of his way to help a customer out with payments unless it became obvious he was being scammed. Sometime later, John purchased all the older Caddy cars in a salvage yard, and the enterprise gradually morphed into a vintage parts supply house. Today the business consists of a large yard full of Cadillac cars dating back to the early 1940s and in various stages of "parting out".



# ***Cadillac & LaSalle Club***

## ***Potomac Region***

### ***Caddie Chronicle***

#### ***January 2014***



I noticed a hearse and some older series 75 limos, and along the driveway on the right, an impressive display of bumpers and other chrome parts. The warehouse has a large stash of smaller parts, a garage area and office space. The walls are lined with a lot of cool, old Cadillac ads and photos of customers with their cars. One really impressive piece John pulled from his safe to show me was an original copy of the 1906 patent for Cadillac Motor Cars! The document had been rescued from a box of china that was being thrown out, and it somehow found its way to John's place.

John recalled an early customer complaining that it was highway robbery to charge \$60 for a complete rear quarter molding for a 1959 Coupe Deville – a part that would cost about \$1,500 today. Parts are always too much! John also said his philosophy is to “never leave a customer hanging”. This author can attest to that, as, after the initial shipment of the main parts for a 1956 heater/defroster to my mechanic, it took several phone conversations, emails and shipments of smaller parts to complete the project, but John always came through with the stuff we needed.

Honest John obviously has some good connections somewhere, as his shop has supplied cars for both the Oliver Stone movie “JFK” and the upcoming movie “Parkland”. A 1956 Cadillac limo is the secret service backup car for the movie JFK, and a 1961 Lincoln converted to look like the X100 presidential limo and another 1956 Cadillac limo were supplied for Parkland. The Lincoln was stretched three feet, with eight feet of 4” steel tubing added through the frame to keep the vehicle from sagging in the center. Both of the Parkland cars were on hand, so I was able to get a close look at them (see photo on page 13).

Honest John served as the first head of the CLC International Affiliates from 1996-2000 and attended international meets in Germany, France and England. John says he worked hard to develop good relations with other CLC chapters internationally, and a number of lasting friendships were formed during this effort. Some of John's European friends sent him gifts after the CLC meets were over, and those without a full command of English would sometimes send gifts (once even an engraved plaque) addressed to “John Honest”. John says he also tries to maintain good relations with other stateside Cadillac parts suppliers, and specifically mentioned his friendship with owner Mike Cannon of USA Parts in Kearneysville, WV.

John was a most gracious host and it was a memorable trip to see his business location and movie cars. If you are a CLC member and find yourself in the Fort Worth area, it is well worth the trip north up FM 156 and west out FM 407 to see Honest John. (Further west out FM 407 lies a dot of a town named Aurora. A space alien supposedly crashed there in 1897 and was buried in the local cemetery.) Give Honest John a call at 888-59-CADDY and let him know you're coming, and I'm sure he will be glad to treat you to the same level of hospitality that I enjoyed.





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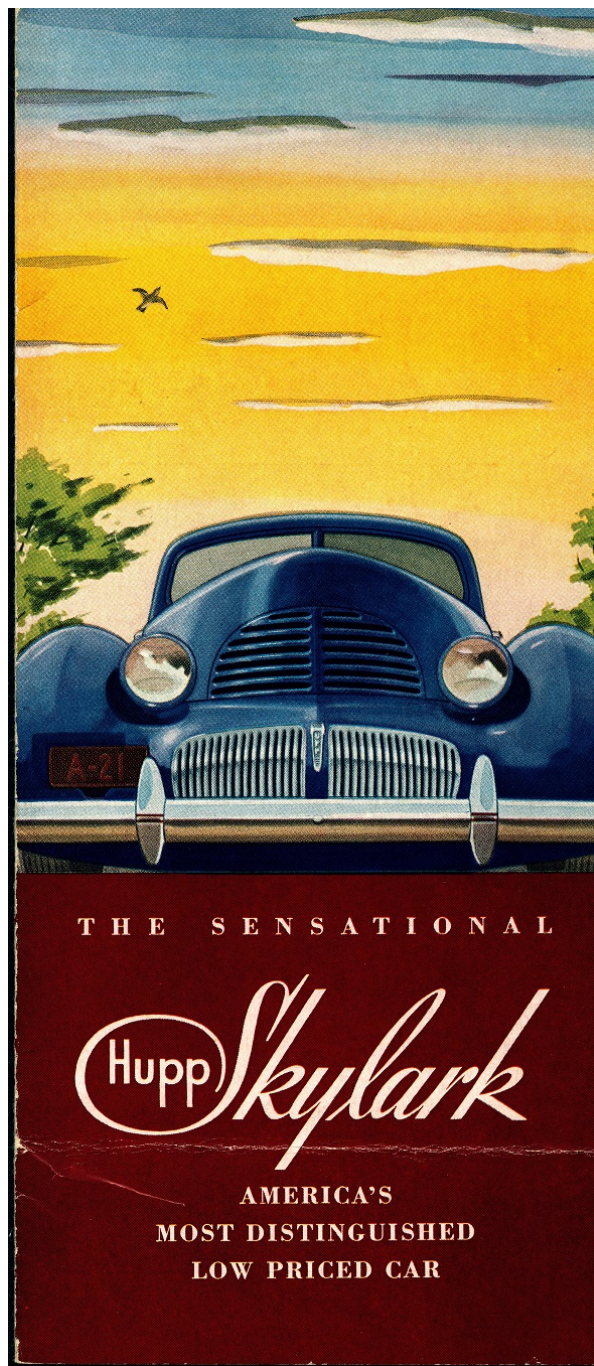
## **THE Z. TAYLOR VINSON COLLECTION STORY & IMAGES BY HAGLEY MUSEUM AND LIBRARY**

For over 60 years, Zachary Taylor Vinson (1933-2009) amassed a large and comprehensive collection of printed material documenting the history of transportation, particularly automobiles.

Born and raised in West Virginia, Vinson was a 1955 graduate of Princeton University. He served in the U.S. Army in Germany, then moved to New York City to work in advertising until he graduated from the University of Virginia Law School in 1961. Vinson practiced law with O'Melveny & Meyers in Los Angeles, California and the International Finance Corporation in Washington, D.C. until 1967 when he began working as a senior lawyer with the National Highway Traffic Safety Administration, a position he held until his retirement in 2003. Vinson played a significant role in the drafting of federal safety regulations governing tires and those requiring high-mounted brake lights in the rear window of automobiles, which began with the 1986 model year.

At the age of four, Vinson was introduced to automobile literature when he was given a 1938 Ford trade catalog. Vinson began attending automobile shows to actively collect by the time he turned seven. He would ask that his parents drive him to Huntington's "Automobile Row," where Vinson would collect literature from the dealerships located there. By the age of fourteen, Vinson was writing to the British, French, Italian, and Czech embassies in Washington, D.C. to request the addresses of automakers in those countries from whom he could obtain literature.

As he grew older, Vinson collected trade literature from additional sources, including, but not limited to, automobile manufacturers, fellow collectors, memorabilia dealers, auto shows, and auctions. He eventually amassed so much material that he built an addition to his Virginia home to store it all, which he referred to as his "Autotorium."

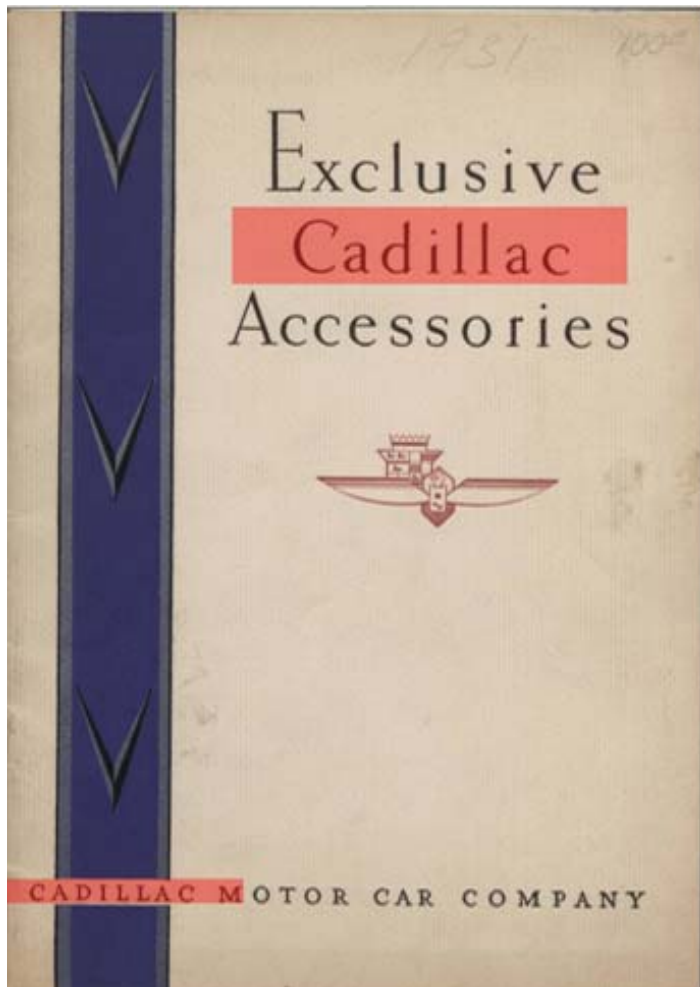




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In addition to collecting, Vinson was an active member of automobile organizations. He was president of the Society of Automotive Historians from 1993 to 1995 and served as the editor of Automotive History Review from 1995 to 2009. Z. Taylor Vinson passed away at the age of 76 on October 25, 2009. He bequeathed his whole car literature collection to the Hagley Museum in Wilmington, Delaware. The collection opened to the public on January 2, 2014.



## Collection Series Descriptions and Inventory

- I. Automobile makes, 1893-2010, undated  
625 linear feet
- II. Automobiles - Miscellaneous, 1904-2010, undated  
11 linear feet
- III. Automobiles - Vertical files, 1901-2010, undated  
17 linear feet
- IV. Airlines, 1919-2009, undated  
7 linear feet
- V. Airlines - Miscellaneous, 1919-2008, undated  
4 linear feet
- VI. Airplane makes, 1911-2009, undated  
5 linear feet
- VII. Airplanes - Miscellaneous, 1908-2009, undated  
4 linear feet
- VIII. Airships, 1909-2008, undated  
4 linear feet





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**2014 DETROIT AUTO SHOW  
STORY & PHOTO BY MIKE COLIAS  
AUTOMOTIVE NEWS  
© JANUARY 14, 2014**

The ATS coupe that Cadillac unveiled here today is the first variant model to spin off from the award-winning compact sedan -- but it won't be the last, Cadillac global chief Bob Ferguson vows.



**Asked whether there would be a future ATS variant beyond a V series, Cadillac global chief Bob Ferguson said: "Absolutely."**

A convertible and wagon are among the other body styles that Cadillac is considering to broaden the reach of the ATS, Ferguson said in an interview Monday. "You've made the investment. You've built a brand within a brand," Ferguson said. "If you have a winner, you should exploit that and offer variations."

Cadillac is widely expected to offer a V series high-performance ATS sedan, which could be unveiled later this year. But General Motors' plans for other variants have been fuzzy. In 2012, GM North America President Mark Reuss, who becomes GM's global product chief on Wednesday, told Automotive News that plans for an ATS convertible were "pretty much designed", but that GM was holding off on a decision.

Cadillac is positioning its lineup to better compete with BMW and Mercedes. Those deep-pocketed brands offer wagons, convertibles, performance models, diesels, electrified models and other variants. Ferguson said Cadillac will pick its spots, rather than "go as far and wide as Mercedes and BMW. We want to keep our focus on a limited number of vehicles and do them very well," he said.



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## CADDIE CLASSIFIEDS

### Cars For Sale



**1958 Series 62 Six-Window Sedan** – Parts or Restore – 98,000 miles – Purchased from original owner – Needs engine – Have tail lights missing on car – **Asking \$2,500**

**1969 Sedan DeVille** – Parts or Restore – 110,000 miles – Runs great – All options – Needs brakes and vinyl roof – Have fender skirts and an extra bumper – **Asking \$2,000**

See pictures at <http://forums.cadillacalasalleclub.org/index.php?topic=127697.0> – For more info, contact Steve at 347-446-6224 – Cars are located in Marathon, NY (between Binghamton and Syracuse, NY)



**1959 Sedan deVille Flattop** – 44k original miles – Sold new by Chesapeake Cadillac in Baltimore, MD – AACA & CLC Senior car – All original except for typical maintenance items such as battery, exhaust, etc – New radial tires – Seats still have plastic seat covers – See pictures at <http://www.clcpotomacregion.org/59cadillac2forsale.htm> – **Asking \$37,000** – For more info, contact Paul Habicht at 410-933-0762 – Car is located in Carney, MD (northeast suburb of Baltimore)



**NEW ARRIVAL 1967 DeVille Convertible** – Three-owner car – Purchased by current owner in Tacoma, WA in 1981 – Non A/C car – Receipts available for all work completed since 1986 – Garaged-kept by current owner and hasn't been driven in rain – 1,900 miles on rebuilt engine by Jasper – Car stripped to bare metal and painted in 2008 including door jams and under truck – Body is in excellent shape with car never being in any kind of wreck – Rear bumper was re-chromed the same time car was painted – Convertible top replaced in 2004 and is in very good condition – Front and rear seats have been redone in black leather in 2013 – Original door panels and dashboard – Six-way power seats – Everything works including the clock – Tires replaced in 2012 and have 700 miles on them – Original spare tire – Car has won two awards – Reason for selling is that owner is reducing his collection – See pictures at <http://www.clcpotomacregion.org/67cadillacforsale.htm> – **Asking \$20,000** – For more info, contact Ralph at 916-715-2847 or [ralph1537@clearwire.net](mailto:ralph1537@clearwire.net) – Car is located in Milton, WA (near Seattle)



**1976 Coupe DeVille** – Approximately 33k original miles – Claret with burgundy top and white interior – Original paint, vinyl top and interior – Runs great (recently driven from Harrisburg, PA to Greenbelt, MD for car show) – Options include cruise control – Needs A/C work – Rear plastic trunk panels replaced – Reason for selling is remodeling home – See pictures at <http://www.clcpotomacregion.org/76cadillacforsale.htm> – **Asking \$7,500 or best offer** – For more info, contact Paul Fertich at 717-599-8126 (mobile) or [pfertich@verizon.net](mailto:pfertich@verizon.net) – Car is located in Harrisburg, PA



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## ***2014 OFFICERS***

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