



Cadillac & LaSalle Club Potomac Region Caddie Chronicle December 2014



DIRECTOR'S MESSAGE BY VINCE TALIANO

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CHUCK PIEL

CAR SHOW MASTER OF CEREMONIES

NATIONAL CLC ADVISOR

NEWSLETTER COLUMNIST

RICHARD SILLS



Happy Holidays from two old timers!

Photo courtesy of Jeff Hammers

Our 2015 CLC Membership Drive is well underway. If you haven't already paid for 2015, please mail your dues by December 15th.

Hope to see everyone at the Holiday Party on January 25th. As in past years, the Region will be subsidizing a portion as a thank you to our members' continued support. More details on the event are included in this issue.

Congratulations to Tom Alsop! The November 13th issue of ***Old Cars Weekly News & Marketplace*** included a photograph of his 1968 Cadillac Coupe DeVille from this year's CLC Grand National in Lake George, New York.

Vince Taliano



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LETTER TO THE EDITOR

[Editor's Note: We received the flyer below from our friends in the CLC Southern California Region. Mission Solano helps get the homeless of Solano County, California back on their feet. They are hoping to help in this effort by selling 5,000 raffle tickets for the 1963 Cadillac.]



**HELP THE HOMELESS
AND HUNGRY IN SOLANO**



1963 CADILLAC COUPE DEVILLE

**\$20 PER TICKET
\$100 FOR 6 TICKETS**

**TO PURCHASE TICKETS
MISSIONSOLANO.ORG**

7 Different Pearls of Paint

Original Interior

56,800 miles

Just Tuned Up



DONATED BY
**WINNER ANNOUNCED
DECEMBER 24TH
AT THE MISSION SOLANO
CHRISTMAS EVE TOY GIVEAWAY**

SEE THE VEHICLE AT SPECIALTY SALES CLASSICS 300 CHADBOURNE (FAIRFIELD)

www.missionsolano.org

Visit us on the web!
www.clcpotomacregion.org



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NOVEMBER 17, 2014 MEETING MINUTES BY SANDY KEMPER

PLACE: IHOP Restaurant, Rockville, MD

TIME: 7:30PM

PRESIDING: Sandy Kemper, Secretary

ATTENDANCE: Jeff Gurski; Bill Hilliard; Jack McClow; Harry Scott and Richard Sisson

DIRECTOR'S REMARKS: Sandy thanked everyone for attending. He reminded everyone that there will be no meeting in December. The next meeting will be held in January as part of the Holiday Party and in February we will return to the Olive Grove Restaurant in Linthicum, MD.

SECRETARY'S REPORT: The Minutes from the October 2014 meeting were not read since they were published and distributed to all members in the November newsletter. There is one change that should be noted. At the October meeting, it was mentioned that the date for the Fall Vineyard Driving Tour had not been selected. But the minutes as published in the November newsletter stated that the event has been cancelled.

TREASURER'S REPORT: The Treasurer's Report covered the time period from the September meeting to date. The Region's income was \$1,466.92. The total expenses for the same time period were \$1,575.95.

MEMBERSHIP REPORT: The 2015 Potomac Region membership renewal forms were U.S. mailed to all members last week. The first member to renew was Ron Neff, Alexandria, VA. Welcome to Tom & Shirley Kinney from Lancaster, VA who recently joined the Region. They participated in our Fall Car Show with their 1934 Cadillac Sport Coupe. Welcome back to Larry Lane, Gaithersburg, MD, who rejoined the Region. Larry owns two Fleetwood Broughams: 1975 and 1986 versions.

ACTIVITIES REPORT: The following activities were mentioned:

1. Recent Events:

- **Annual Fall Car Show, Capitol Cadillac, Greenbelt, MD, Sun, Oct 26.** This year's theme was a celebration of the 80th anniversary of Capitol Cadillac. Overall the approximately 80 Cadillacs and LaSalle's on display rivaled the quantity and quality of any past fall theme shows at the dealership. The efforts of all of the volunteers who worked the event from pre-show promotions to day-of show registration and parking to after-show clean up made this a truly special event for all of the attendees. The Region received a thank you from Daniel Jobe for the "kind Anniversary card" and he noted that "the cake was delicious also."

2. Upcoming Potomac Region Events:

- **Holiday Party:** The Holiday Party will be held on Sunday, January 25th at the Springfield Country Club. A flyer with details about this event was published in the October ***Caddie Chronicle***. As we have done in the past, the club will subsidize the event partially so that the charge will be only \$25 per person.



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- **2017 CLC Grand National:** One of the possible GN host hotels suggested by the CLC's contractor Helms Briscoe is a Wyndham hotel in Hunt Valley (Cockeysville), MD, just north of Baltimore. Members of our Region met with Ronnie & Becky Hux, along with Jack & Nancy Hotz (VFR) at the hotel on Saturday, Nov 15 and toured the facility. Scot reported that the Hunt Valley hotel may be able to handle a GN, except the ballroom might not be large enough. However, on the day before (Friday), the Hux's & the Hotz's had visited one of the other suggested hotels which is also a Wyndham hotel located in Gettysburg, PA. **The VFR folks liked the Gettysburg, PA Wyndham, so Scot is planning to visit that hotel on Saturday, Dec 6. All members are welcome to join Scot. Feel free to invite spouse/guest. Plan to arrive by 12:00 noon and meet in lobby. The hotel will provide a complimentary light lunch. But Scot will need to know by close of business Tuesday, Dec 2 if you plan to attend so that he can provide a head count to the hotel.** For reference, the Wyndham Hotel in Gettysburg is 85 miles and 1 hour, 30 minutes from Capitol Cadillac in Greenbelt, Maryland.

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

- **25th Annual East Coast Indoor Nationals, Maryland State Fairgrounds, Timonium, MD, Dec 6-7.** Most of the cars are street rods & customs, but there are original & antique cars in the show also. Show cars are by invitation only.
- **CLC Winter Board of Directors Meeting, Scottsdale, AZ, Jan 16-17.** See "New Business" below.
- **Auto Mania, Allentown Fairgrounds, Allentown, PA, Jan 16-18.** Billed as "Pennsylvania's biggest indoor heated swap meet" produced with support from Carlisle Events.
- **AACA Bay Country Region 27th Winter Automotive Parts Meet, Governors Hall at Sailwinds Park, Cambridge, MD, Jan 24.**
- **AACA Annual Meeting, Philadelphia, PA, Feb 12-14.**
- **Atlantic City Classic Car Show & Auction, Atlantic City Convention Center Atlantic City, NJ, Feb 27-Mar 1.**

OLD BUSINESS:

- **PR Officer Elections for the term 2015-2016:** Sandy named the nominees for each officer position and asked for a voice vote to elect the slate of officers. Jack McClow had been designated by the Region's Executive Committee to serve as the Region's National Director and therefore that position was not voted upon by the membership. Everyone voted in favor of the slate. He asked everyone to congratulate the 2015-2016 officers.

NEW BUSINESS:

- The CLC Winter Board of Directors meeting will be held on January 16-17, 2015 in Scottsdale, AZ. If there is anything that you would like to be brought before the CLC-BOD, please contact our National Director, Jack McClow.

NEXT MEETING: January 25, 2015 at the Springfield Country Club, Springfield, VA

ADJOURNMENT: Meeting adjourned at 8:40 PM



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2014/2015 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Dec 6-7 Sat-Sun		25th Annual East Coast Indoor Nationals	Maryland State Fairgrounds Cow Palace Timonium MD	www.eastcoastindoornats.com
Jan 16-17 Fri-Sat		CLC National Midwinter Board Meeting	Scottsdale AZ	Jack McClow at 301-330-5417 or jackmcclow@clcpotomacregion.org
Jan 16-18 Fri-Sun		Automania Swap Meet and Car Corral	Allentown Fairgrounds Allentown PA	http://www.carlisleevents.com/ce/events/automania/
Jan 24 Sat	7:00 am - 1:00 pm	27th Annual AACA Bay Country Region's Winter Parts Meet	Governors Hall Sailwinds Park Cambridge MD	Ned Nabb 410-228-0758
Jan 25 Sun	12:00 pm – 4:00 pm	Potomac Region Holiday Party and Monthly Meeting	Springfield Country Club Springfield VA	R. Scot Minesinger at rscotm@cox.net or 703-283-2021
Feb 12-14 Thu-Sat		AACA Annual Meeting	Philadelphia PA	www.aaca.org
Feb 27- Mar 1 Fri-Sun		42nd Annual Classic Car Show & Auction	Atlantic City NJ Convention Center	G. Potter King, Inc. at 800-227-3868 or www.acclassiccars.com
Mar 27-28 Fri-Sat	Doors open at 8:00 am	45th Annual AACA Sugarloaf Mountain Region Annual Antique Auto Parts Meet	Carroll County Agriculture Center Westminster MD	Robert Clubb at 301-831-0300 or smraaca@aol.com
May 3 Sun	9:00 am – 3:00 pm	24th Annual Capitol Cadillac Spring Car Show/ Automobilia Auction	Capitol Cadillac Greenbelt MD	Car Show: Dan Ruby at 301-894-8026 or danruby@clcpotomacregion.org Automobilia Auction: Vince Taliano at 301-258-8321 or vincetaliano@clcpotomacregion.org
Jun 24-27 Wed-Sat		CLC Grand National Meet Hosted by the Badger Region	Brookfield WI	http://www.badgerclc.com/nationalevent.php#hotel

2015 CLC Museum & Research Center Calendar Order Form

Please send check or money order [sorry, we're unable to accept credit cards] made out to the CLC Museum & Research Center, Inc. [U.S. funds only], indicating quantity desired to:

CLC Calendar Sales
PO Box 6447
Plymouth, MI 48170-8447 USA

Copies of the order form are accepted
Calendars shipped in early December

Order inquiries:
Contact s_pash@charter.net

**Proceeds benefit the CLC
Museum & Research Center**

Still only **\$15** each

SHIPPING FEES

United States	\$2.50 for one calendar \$3.50 for two, \$5.15 three to five
Canada/Mexico	\$3.25 U.S. for one calendar \$4.50 U.S. for two
All other countries	\$6.50 U.S. for one calendar, \$10.00 U.S. for two

_____ Calendars x \$15 each	\$ _____
Shipping fees	_____
Total	\$ _____

NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP/POSTAL CODE _____

COUNTRY _____



**Cadillac & LaSalle Club
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**Announcing the Potomac Region's
Annual Holiday Party with Silent Auction**

**Join your fellow Potomac Region Members
for good food, beverages and holiday cheer!**

Sunday January 25, 2015

12:00 – 4:00 PM

**Springfield Golf and Country Club
8301 Old Keene Mill Road
Springfield, Virginia 22152
703-451-8600**

Price: \$25/per Person

**Spouses/Significant Others and
Children are welcome!**

**For information, contact
R. Scot Minesinger
at 703-283-2021 or
rscotm@cox.net**

**DIRECTIONS FROM
I-495 BELTWAY:**

- Take I-495 to Braddock Road West (Exit #54A)
- Turn left on Rolling Road (VA 638S)
- Turn left on Old Keene Mill Road (VA 644W)
- Club is on your right immediately past the Shell station

**Plenty of parking for your
Cadillac or LaSalle**

**Enjoy a Specially Prepared
Buffet**

- **Springfield Buffet**
 - **Spinach Salad with Almonds and Dried Cranberries**
 - **Chicken Florentine with Brandy Cream Sauce**
 - **Beef Tenderloin Tips with Mushroom Cream Sauce**
 - **Wild Rice Blend**
 - **Oven Roasted Herb Potatoes**
 - **Mélange of Seasonal Vegetables**
- **Assorted Rolls and Butter**
- **Assorted Cakes and Pies**
- **Cash Bar: Wine, Beer, Cocktails**

RSVP (Accepts Only by January 18, 2015)

Number Attending: _____ x \$25 = _____

Name(s): _____

Name(s): _____

Name(s): _____

**Make check payable to
CLC Potomac Region and mail to:**

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

Dress Code: Holiday Casual



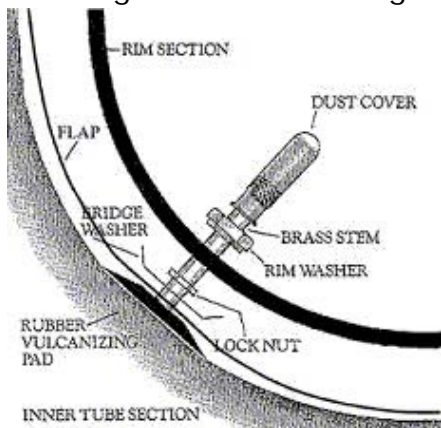
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PART MAGIC? STORY & PHOTOS BY CHRIS CUMMINGS

Although my undergraduate college work was heavily science and engineering courses, I have continued to maintain impertinently that no matter how well designed or carefully manufactured a mechanical or electronic device is, it remains 60 to 65 percent magic, and you cannot get below that level. I am reminded of my contrarian position every time I observe a quirk, malfunction, or return to normal operation that occurs without any apparent cause or rational explanation – like the glitch that simply should not happen, or the machine that just fixes itself and gives no further hint of ever having had a problem. Most engineers, mechanics and technicians will admit to having witnessed things that simply defy logical analysis. Remember World War II GIs blaming such things on gremlins? Maybe it's just a case of not having absolutely all of the facts and variables, but I choose to believe that we just can't explain everything.

Over the last few weeks the right rear tire of my 1930 Cadillac sedan had been losing air at an increasingly rapid rate, to the point that the pressure would drop from 40 P.S.I. to 30 or less over the course of a day. Having experienced similar behavior from the left rear tire (which had a leak due to a valve stem cap a prior owner left in the tire casing), I was expecting to find a hole or other leak in the inner tube of the other rear wheel. Also, the valve stem did not appear to be neatly seated in the opening in the wheel rim. It came out of that hole at an angle and the edge of the hole had worn a crease in the valve stem's rubber sheathing. I was curious whether that might have something to do with the leak.



So I phoned Lucas Tire and ordered a new inner tube. Assuming that (as was true with the left rear tire) I would find no flap when I demounted the tire, I ordered one of those as well. And because a straight valve stem has to be pulled away from the wheel hub in order to attach an air hose to it, I specified that the valve stem on the new inner tube should have a bend so that the tip would point outward for ease of filling and checking the pressure. Meanwhile, I continued a daily ritual of filling the tire with my portable compressor to keep the weight of the car from crushing the sidewalls.

The new inner tube and flap arrived in a couple of days, notwithstanding that the Fall Hershey Meet was in full swing and Lucas's personnel were participating there. I had intended to wait for Harry Scott to return from Hershey, to have a knowledgeable helper for the process of dismantling and reassembling the wheel with the new tube. But itchy fingers and impatience won out, and I began the procedure alone.

First I unscrewed and removed the hubcap, and loosened slightly all of the eight lug bolts that hold the wheel to the hub. With the wheel on the ground, it would hold still while I leaned on my socket wrench. Then use the floor jack under the point where the spring crosses under the axle housing to lift the wheel free of the ground.



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Position a jack stand under the axle housing to keep it up, and let the floor jack relax. Spin the lug bolts off and lift the wheel and pull it free. There was no visible evidence in the tread of a puncture, like a broken-off nail or a tear in the rubber.

Placing the tire face up on the floor, I unscrewed the valve core and removed it. The air rushed out through the now-hollow valve stem, and after a few seconds there was a small noise like something small being spit from it. The loudness of the hissing increased markedly, as though the air passage had been freed of an obstruction. When the air flow slowed, I leaned on the sidewall to break the bead loose from the lock ring, and with a large screw driver, started the end of the lock ring out of its groove and up over the wheel rim. Steady pulling and lifting around the wheel freed the lock ring and I put it aside. After I poked the valve stem back through the hole in the rim, I was able to lift the tire and tube up and off the wheel. Sure enough, there was no flap, and the inner surface of the tube bore the impressions of the spoke nuts in the wheel rim – perfect opportunities for a leak.

I extracted the tube from the tire casing and inspected it for any obvious breach, but there was nothing apparent. Soapy water applied around the valve stem and at some of the more prominent spoke nut dents was likewise inconclusive. Filling the tube with air and taking it into the house, I filled a bathtub and tried the old gas station trick of submerging the tube and looking for bubbles. But no bubbles appeared and I took the tube back out to the garage.



Chris Cummings with his 1930 Cadillac V-16 Sedan
Photo courtesy of The Washington Times

The new inner tube had a nickel-plated valve stem. The first two inches from where it attached to the tube were straight and threaded to take a nut for securing it in place in the wheel rim. Above that section, the stem bent about 75 degrees and was unthreaded and narrower in diameter than the base section. The only nut I'd been able to find at my local hardware store that fit was a large hex nut with fine metric threads. It would work, but it would look odd. When I tried to test-fit the new tube's valve stem to the wheel rim, I was disappointed. Directly above the valve stem hole in the wheel rim a couple of spokes cross, and the straight section of the new tube's valve stem was just long enough for the bend to interfere with the crossed spokes. With the tube against the rim, the spokes tipped the valve stem outward. Just out of curiosity I compared location of the valve stem hole in the rims of the six wheels on the car, and was surprised to notice that the hole could be between long spokes, between short spokes or under two crossed spokes.

It was Saturday, and the Lucas Tire office was closed, so I couldn't ask about ways they might be able to work around this fix. Frustrated and disappointed, I decided to put the old tube back into the tire, add the new flap and put everything back together. While I waited for Harry to get back from Hershey, I could investigate further the mysterious leak.



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So I took the opportunity to wash the wheel and clean out the little nooks and crannies between and around the spokes. After that I emptied the old tube and reinserted it into the casing. Then I pushed the valve stem through the hole in the flap and worked the flap in to nestle against the inner curve of the tube and span the gap between the inner and outer beads of the tire casing. Add a little air and make sure everything is comfortably seated without any folding or pinching. Next the tire and tube get worked down onto the wheel, helping the valve stem through the hole in the rim. Once the tire was in position, I started the end of the lock ring in between the tire bead and the groove in the wheel rim, and began working the ring around the wheel, pushing it into the groove as I went. For the last eight inches or so, a wood block and rubber hammer were very helpful in coaxing the ring into place.

Add some air, wiggle the valve stem to see if the tube is happily situated in the casing, and check the ring to make sure it stays seated. Then add more air. With a small portable air compressor, bringing a three-foot diameter tire up to 40 P.S.I. takes a while. But finally it was fully inflated and I left it there. Eight hours later it was still fully inflated. Same thing next day! So I put the wheel back onto the car, jacked up the axle so that I could remove the jack stand, and let the weight of the car back down onto the wheel. The day after that, I checked the pressure and the tire was still holding air. All I could figure is that there was something in the valve that blew out when I first evacuated the air to remove tire from the wheel. I never found a leak and I never adequately explained the recent repeated loss of air. Maybe tires are part magic, too.

THE BULLETIN BOOKSHELF

CADILLAC V-16s LOST AND FOUND: TRACING THE HISTORIES OF THE 1930s CLASSICS, by Christopher W. Cummings. Soft-cover 7 by 10 inches 263 pages, 224 illustrations, 22 in color. ISBN 978-0-7864-7570-4 McFarland & Company Inc. Publishers, 2014. \$45 www.mcfarlandpub.com

CCCA member Christopher Cummings' fascination with Cadillac continues in his latest book: "Cadillac V-16s Lost and Found"...a collection of the histories of these cars and their owners. Chris has contributed to *The Classic Car* in recent years with articles about "Grace" and "Helen", two 1934 V-16s. In his latest effort the lives and times of those two cars along with more than 60 others are chronicled, accompanied by period and recent photographs and the occasional build sheet of each of the cars profiled.

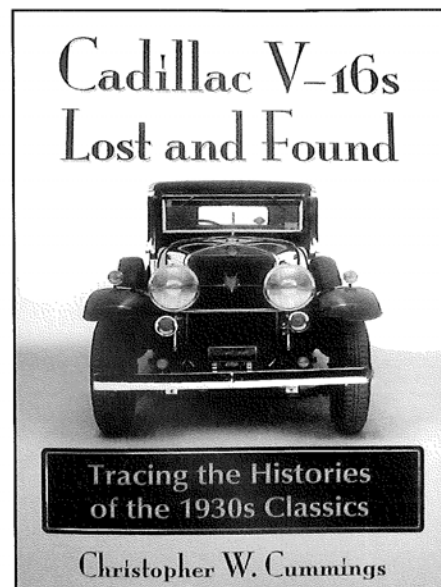
The typical car history includes mention of the original owner, delivery date and location and subsequent owners up to the present. Not surprisingly, many of the current owners are CCCA members. Each car is identified by its series and body style and much can be learned about the differences between Pennsylvania- and Detroit-built cars, as well as the occasional "Madame X" model.

While I knew that not one of the six Series 4264-B town cars survived, it was interesting to learn about the recreation of one of these magnificent machines based on a Series 4291 town car.

Later flathead 1938-1940 V-16s are also covered here. The chapter about Dr. Brinkley's 1939 coupe brought back memories of a car I was familiar with. It looks much better today with new paint replacing the turquoise tone the car wore when I drove the car. Then there's the story about a 1938 Series 90 convertible coupe that was retrofitted with a dual-range Hydramatic transmission. True, it's no longer an authentic transmission, but you can appreciate the fondness the owner had for this car with the understanding that he commissioned the change due to his deteriorating health.

All in all, an entertaining read about an important segment of Classic Cars in our Club.

--RJ/V





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DRIVE'EM IF YOU GOT'EM

Congratulations to Chuck & Debbie Piel whose 1967 DeVille Convertible just passed 80K miles - almost four years to the day after they bought it. The car had just over 65K miles in 2011, so they've driven it almost 15K miles – all of them with lots of smiles.



Hopefully, some more of those miles will be driven by their grandson, Cameron Piel – now two years old but very much into Caddies.



Visit us on the web!
www.clcpotomacregion.org



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**BUYING OR SELLING AN ALLANTÉ
STORY & PHOTOS BY JOHNNY MONZO**
www.cadillacallantecub.com

We are hoping you are looking to buy an Allanté, but if you are looking to sell, then I'm going to try to make you understand the pros and cons of buying and selling an Allanté. Go ahead, take one for a ride, but please make sure you do a comparison to one that is well maintained. If anyone is asking \$5,000 or under, you can rest assured you will need it serviced. Other than the Mercedes Benz SL, you won't find a full size car with only two seats. Now let's talk SL! The ride compared to the Allanté is no comparison. The SL is bumpy, and if you think parts are cheaper think again.



**Cadillac Style:
1987 Cadillac Allanté T.V. Commercial
View at**

http://www.youtube.com/watch?feature=player_de tailpage&v=CqUOUubitQE

Allanté Years: 1987-93

I'm always asked what years are better. I like them all and I will tell you why. We Allantéans list them in Phases because of parts designed, and in this case for the ride.

Phase 1: 1987-89 – If I was going to go for a ride in the country or mountains with winding hills, then these are the years you want to drive. It has the sports car feel which Pininfarina was going for when they designed it.

Phase 2: 1990-92 – If I was going to drive an Allanté full time / every day, then this would be my choice. It still has that sports car ride but a little softer suspension. Pininfarina is still scratching their heads as to why Cadillac wanted to turn a sport car into a Cadillac.

Phase 3: 1993 – If I'm going to take my spouse out to dinner, then it's the 1993 all the way. Cadillac wins the suspension battle with the designers, and the Americans got a sports car with a Cadillac ride -- floats!

Allanté Pricing: (as of November 2014)

If I had my way, no Allanté should be worth less than \$10,000, but it seems there is a magic number for buying or selling one. If you have a pre '93, it looks like the magic number is around \$6,000. Now you need to take this number and add or subtract it based on the condition of the Allanté. Is the paint perfect or peeling? What works or what doesn't work? Does it come with hard top? How about the tires? By the way, if you have original tires, please do everyone a favor and remove them before someone gets killed. 1993's are more sought after because of the famous Northstar engine. For those, prices really fluctuate. Again, it's the condition – what works and what doesn't work? But the magic number on the 1993 Allantés seems to be \$10,000.



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How to find a good one?

You have some options. Take a look at our website's classifieds. We have quite a few for sale all over the country on that site. If you locate one close to you, go take a look at it. Take someone with you who knows automobiles, preferably someone who knows Allantés. If it's a distance from you, no problem! We can email our members who live close by and they will check it out for you. Also when inspecting the car, feel free to call me and we will both do the walk around.

I try not to get in the habit of buying and selling cars at my Allanté repair shop in Sewell, New Jersey, but sometimes members need to sell their babies for various reasons. We have a few for sale at the shop now. I hope this helps you in finding your next love or selling your Allanté before next year's driving season starts. As always, if you have any questions, contact me at 609-634-6518 or itonlyluv@comcast.net.





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**2016 CADILLAC ATS-V REVEALED, THE BMW M4 RIVAL WITH A STICK
BY ALEX LLOYD
NOVEMBER 11, 2014**

<https://autos.yahoo.com/blogs/motoramic/>



The Cadillac ATS has been deemed a legitimate alternative to the all-conquering BMW 3-Series since its birth in 2012. Since then, we've all been waiting for the emergence of the performance variant, the ATS-V. Wait no more, the first true images of the beefed up ATS have surfaced, and boy does it look mean.

In many ways, the ATS-V is exactly as you'd expect: lots of fancy hood scoops, winglets and sporty wheels. The 3.6-liter twin-turbo V-6 produces at least 450 hp to the rear wheels, meshed to either an 8-speed paddle shift automatic or a 6-speed manual gearbox; both feature a trick "no-lift" system, according to Road & Track. Stiffness is said to have been improved by 50-percent over the base ATS and an optional track pack adds 100 lbs. of downforce at 150 mph.

We'll see the ATS-V in the flesh at the upcoming L.A. auto show. With the CTS-V and top-of-the-range CT6 set to be revealed early next year, Cadillac remains on track for a strong 2015. And after bit of quiet spell in terms of new product, that's exactly what GM's luxury arm needs.



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CADDIE CLASSIFIEDS

Cars For Sale



1949 Series 62 Convertible – 48k original miles – French Gray with red interior and black top – Complete recent Jenkins Restoration – Won Best of Show Postwar at 2008 CLC Grand National – See pictures at <http://www.clcpotomacregion.org/49cadillacforsale.htm> – **Asking \$95,000** – For more info, contact Aaron Driven at 617-835-7776 or aaron@cityexp.com – Car is located in North Carolina



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 \$6,500 or best offer** – For more info, contact Paul Fertich at 717-599-8126 (mobile) or pfertich@verizon.net – Car is located in Harrisburg, PA



1984 Cadillac Eldorado Two-Door Coupe – All original 49,800 miles – Beautiful car finished in original Autumn Maple Firemist High Metallic acrylic lacquer paint with gold pin stripes and a tan vinyl Coach Roof – Many extra features including chrome grill cap, trunk rack and chrome spoke wheels – Rides on its original Vogues – Light Saddle supple leather interior is gorgeous and is in as new condition as is the carpeting – Car has been extremely well cared for – Same owner for the past 10 years – Garage kept for most of its life – Runs and drives extremely well – See pictures at <http://www.clcpotomacregion.org/84cadillacforsale.htm> – **Asking \$7,000** – For more info, contact Bob Fangmeyer at 240-994-4570 or rafwgf@verizon.net – Car is located in Derwood, MD



1993 Cadillac Allanté – One of 30 stock 1993 Allantés sent by Cadillac for use as a festival car for the 1992 Indianapolis 500 race – Stenciled "Official Pace Car" (both sides) and "Al Unser, Jr" (passenger side only because it faced the grandstands) – Given to Al Unser, Jr ("Lil Al") to drive at the opening parade and closing ceremonies for the 1992 Indianapolis 500 race ("Lil Al" won that historic race by just .048 seconds with Scott Goodyear coming in second and "Lil Al's" father, Al Unser, Sr finishing third – almost an all-Unser family race with Bobby Unser as the Pace Car driver, his nephew winning the race and his brother coming in third) – Two weeks later was used again by "Lil Al" to open the brand new Belle Isle Raceway for the Detroit Grand Prix XI parade (makes this Allanté special because not only was it driven on the brickyard track at Indy but was also driven around the new Belle Isle track in Detroit) – Dash above the glove box is personally signed by both Al Unser, Jr and Bobby Unser – Car comes with many display items – Currently has personalized Texas 10 year plates "LIL AL" – 36,775 miles – Excellent condition – Four owners but the current owner is the third owner as it had to be registered in Florida before he could register the car in Texas (gaps in ownership when it was displayed in a museum) – See pictures at <http://www.clcpotomacregion.org/93cadillacforsale.htm> – **Asking \$30,999 obo** – Buyer is responsible for all shipping costs – For more info, contact Nick Ferrantino at 713-802-9393 or pregomio@outlook.com – Car is located in Houston, TX

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Cadillac & LaSalle Club Potomac Region Caddie Chronicle December 2014



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