



Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2015



DIRECTOR'S MESSAGE BY VINCE TALIANO

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Thanks to Angelo Van Bogart, Editor, Old Cars Weekly, for sending us the photograph of Tom Alsop's 1968 Cadillac Coupe DeVille that appeared in the November 13th issue of *Old Cars Weekly News & Marketplace*.



Post-World War II Best of Show at the Cadillac & LaSalle Club's 2014 Grand National went to a 1968 Fleetwood Series 75 nine-passenger sedan that had already earned Fred Caldwell the exact same honor at the 2011 meet. The 1968 Coupe deVille in the adjacent space won a Past Presidents Preservation Award for Thomas Lee Alsop.

Thanks to Debbie Taylor (standing left in picture with Susan Denchfield) for her three years of service as the CLC Potomac Region Membership Director. Debbie stepped down at the end of 2014. Please welcome Chuck & Debbie Piel as our new Membership Directors (pictured below).



Vince Taliano





Cadillac & LaSalle Club **Potomac Region** **Caddie Chronicle** **January 2015**



LETTERS TO THE EDITOR



December 7, 2014

During my lifetime I have owned over 60 collectible and new cars. Most of the automobiles that I collected were Lincoln Continentals from the 1940–48 era in addition to two 1956 Mark Two Continentals, several 1955 and 1956 Thunderbirds along with a 1937 Cord Sportsman and a 1937 Packard Convertible Coupe. During the 1970's, I would purchase a brand new Cadillac Eldorado or the newly styled Lincoln Mark every year. There was nothing nicer in the automobile market than an Eldorado and the Lincoln Marks from that decade.

I was talking with my neighbor a last month and he was telling me of a beautiful, low-mileage 1977 Cadillac Fleetwood Limousine that a dealer in Orlando, Florida was selling. I have always liked the lines and the look of that car. I called the dealer and bought the Cadillac over the phone which was not like me as I like to actually see the car I am buying, but the 30 photos the dealer showed me looked so good that I decided not to drive 300 miles to view the car.

The owner of the dealership said the limousine was originally purchased new by a private party in Minnesota and just recently sold it to a dealer. The Orlando dealer purchased the vehicle from that dealer. I sent the dealer an overnight check for the car and he had the Fleetwood shipped to me that weekend.

This beautiful silver Fleetwood has only 16,269 miles and was owned by a private individual for his personal use. The interior looks new as well as the dashboard, carpeting and headliner. The condition of the body and paint also looks like there are only a few miles of wear as well as the underside of the car. The Fleetwood Limousine is 22 ½ feet long and barely fits in my garage with my three other cars and two motorcycles. There are a few mechanical items I will be replacing, but that's a part of any used car you purchase.

Phil Calder
Tamarac, Florida





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December 7, 2014

Thanks for sending me Jeff Hammers' picture of the two old timers from the December issue. As discussed, I had the picture enlarged and framed, and it is now hanging in my garage. It's my wife's favorite thing in the garage, even above the cars. Happy Holidays!

Marty Smith
Magna, Utah

[Editor's note: The photograph was taken by Penn Dutch Restoration employee Kyle Courtright and wasn't staged in any way. Jeff Hammers' dog Farfel was enjoying the sun and Rick Menz's 1959 Cadillac just happened to be in the shop.]



December 5, 2014

I concur with Mr. Monzo's evaluation of the car classes in the *BUYING OR SELLING AN ALLANTÉ* article in the December issue. However, I have NO experience or expertise in the VALUE category. One of the multiple Allanté owners I know buys and sells them to some extent. He insists on an insurance value of \$25,000.

Roger Williams
1993 CV67 CVT Allanté
Montgomery, Alabama

December 5, 2014

This is a very good article (*BUYING OR SELLING AN ALLANTÉ*). We've known John & Barbara Monzo for over 10 years. He's been a great source for information when it comes to the Allanté.

Russell Vopelak
1993 CV67 CVT Allanté
Cumming, Georgia



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December 1, 2014

Regarding the comment in the December newsletter issue that even at the CLC Grand National points will be deducted for original tires (*BUYING OR SELLING AN ALLANTÉ* article), there will be no points deducted for original tires in CLC judging.

I do not recommend driving on tires that are older than 10 years as do tire manufacturers (some manufacturers say 6 years).

If a car has limited driving - say on and off a trailer and a couple of miles to the show field - really old tires can do the job.

Summary - regular driving on tires older than 6 to 10 years is not good, safe practice. Tire date codes are not checked in CLC judging. CLC judging does check to see if the tire on the car is the same size and configuration as originally installed by Cadillac.



William C. "Bill" Anderson, P.E.
CLC Chief Judge and Director, Technical Services
Gambrills, Maryland

IN MEMORIAM

CLC Potomac Region member Ralph "Jay" Stroud passed away on December 24, 2014. Ralph was a long-time member, who along with his wife Sandi owned a 1946 Series 62 convertible. He was also the current President of the CCCA Chesapeake Bay Region. Our sincerest condolences go out to Sandi and her family.

On December 10, 2014, CLC Potomac Region member Martin Leonard "Lenny" Epstein passed away. Lenny was a long standing CLC member who first joined the Potomac Region in 1974. He may not have ever owned an old Cadillac but was always enthusiastic about them. We send our sincerest condolences to his wife Dede and her family.



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2015 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
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 15 Sun	2:00 pm - 4:00 pm	Potomac Region Monthly Meeting	Olive Grove Restaurant Linthicum MD	Vince Taliano at 301-258-8321 or vincetaliano@clcpotomacregion.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
May 9 Sat	8:00 am - 4:00 pm	57th Annual AACA Apple Blossom Meet	Jim Barnett Park Winchester VA	Duane Catlett 540-533-7376; sheanandoahregion@gmail.com
Jun 21 Sun	10:00 am - 3:30 pm	42nd Annual Father's Day Antique and Classic Car Show	Sully Plantation Chantilly VA	Bill Worsham at 703-250-5474, billworsham@aol.com or www.gwcmodela.org
Jun 24-27 Wed-Sat		CLC Grand National Meet Hosted by the Badger Region	Brookfield WI	http://www.badgerclc.com/nationalevent.php#hotel



For more information on joining International Expeditions' journey contact:

Toni Rothman
AACA Museum, Inc.
161 Museum Drive Hershey, PA 17033
tonirothman@msn.com

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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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***SUNDAY DRIVER
STORY BY GUS GARCIA-ROBERTS
ILLUSTRATION BY ROLLIN MCGRAIL
DECEMBER 2014
AMERICAN WAY MAGAZINE***

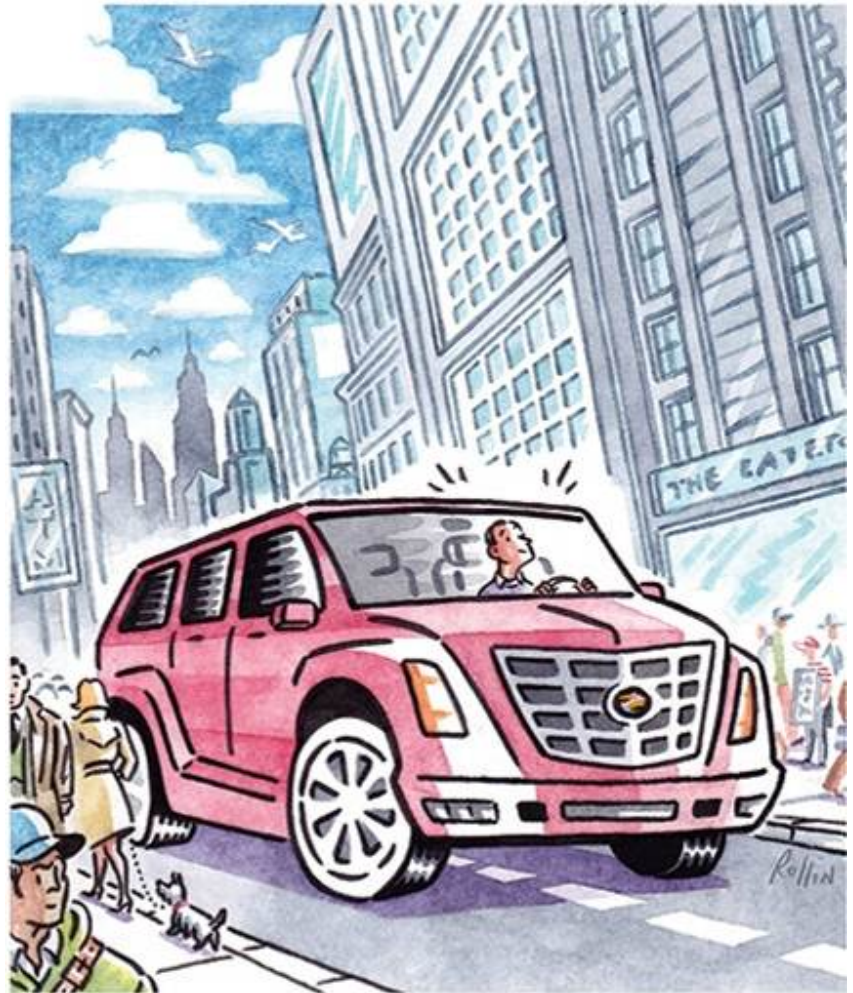
After noshing at a paella bar in the trendy neighborhood of Nolita in Lower Manhattan, I watch as a driver pulls up with my Cadillac Escalade. And no, I'm not just stringing together all of the fanciest words I know.

The driver is my friend Luke, whose job it is to deliver new luxury vehicles to members of the media. He's played a pivotal role in the possibly ill-advised decision to give me free reign of the massive 2015 sport utility vehicle for a weekend. He hands me the key, which isn't even a key at all, but a simple leather fob — something a classy Jetson might keep in his pocket. Luke looks nervous. "Don't do anything that will make me get fired," he mutters, tensely.

I'm soon hurtling over the Manhattan Bridge, having flicked enough switches that a heater in my seat is warming my hindquarters while some magic in the steering wheel is chilling my fingers.

Among New York City drivers, sticking to a lane is an abstract concept, so much so that the city often doesn't bother to repaint the stripes when they are rubbed from the road. In this chaotic arena, the behemoth rules. A sea of yellow and green cabs — the same that brazenly cut me off when I'm driving my wimpy everyday vehicle — move out of my way in deference, as if a medieval bugler is perched high atop the vehicle through the open sunroof, blasting a royal herald of my arrival into Brooklyn.

It hits me that I have been entrusted with a vehicle bearing a \$79,290 sticker price. That encourages me — when not driving — to stash the fine vehicle in a fortified garage overnight.





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For all the acclaim bestowed on its extensive subway system, however, New York is an underrated driver's town. Yes, the alternate-side-parking shuffle forces you to race meter maids to your car when your side of the street is slated for cleaning. The city is a maelstrom of dinged fenders and exorbitant parking tickets, and the obsessive perusal of the Department of Transportation website is required in hopes of finding an obscure holiday. (Whaddya mean they ticket on Charlie Chaplin's birthday?!) Rush hour is Mad Max-style anarchy, and insurance premiums are priced as if your Corolla sports Fabergé hubcaps.

But Sundays in the city make it all worthwhile. With restrictions lifted, free parking abounds. The relatively empty streets become fluid arteries of green-light bliss. You can park at the base of the Empire State Building, wonder what you're doing there and drive only 15 minutes to Jackson Heights in Queens for killer Indian curry. You can float up the Henry Hudson Parkway to the lush hills surrounding The Cloisters, a branch of the Metropolitan Museum of Art, in search of the perfect peak on which to gaze westward and pity New Jersey.

You can — steel yourself, dear reader — drive to the supermarket. This is something akin to the moon landing in a city where residents regularly stagger onto subway trains with hands mangled by grocery bags. To celebrate my Sunday with a Michigan-engineered, Texas-built, eight-cylinder stampede of 420 horses imbued with sofa-like seats, an ingenious projector that beams my speed on the front window and a satellite radio station that plays only Bruce Springsteen, I head to Staten Island.

New York City's least populous borough is a natural choice for a jaunt in this rig. It's an SUV village. Getting there via public transportation is an odyssey involving a boat. And more so than any other borough, Staten Island has space — sprawling parks, suburban-style homes and big trucks in every garage. The Escalade hums over the Verrazano-Narrows Bridge as if in pilgrimage to its motherland.

My first stop is breakfast at a joint selling something called a blueberry French toast bagel, further proof that Staten Island has cornered the regional market on America.

Did I mention that my wife and dog are with me? That's because I forgot, with them being lost in some outer recess of the cavernous vehicle. We hike through the woodsy High Rock Park, an enjoyable experience, though I spend much of it wondering why I'm not smashing through the forest in three tons of steel rather than trudging through on foot. Afterward, we drive to a thing called a strip mall, which has a thing called a parking lot, and buy foodstuffs, wine and a shower-curtain liner. It is enchanting.

The next night, I return the Escalade to a garage in Manhattan. I've gotten used to life in the vehicular 1 percent — the white-glove treatment by parking attendants, pedestrians' impressed whispers, knowing nods shared with drivers of other luxury SUVs.

Reality sets in. After cleaning out the garbage I have accumulated during one glorious Sunday of masquerading as a luxury-automobile owner, I reluctantly turn in the SUV, open my wallet and make sure I have my MetroCard for the subway ride home.



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A '59 CADILLAC DYNO'ED
STORY & PHOTOS BY SOUTHERN STABLES AUTOMOTIVE
www.southernstablesautomotive.com

A few weeks ago we had a visit from Penn Dutch Restorations looking to schedule some dyno time for a '59 Cadillac. It seemed a little out of the ordinary, but because I could not summon a visual at that moment it was relegated to the archives of "things to do." Fast forward and I'm walking through the shop and as if by magic, the bay door opens while a long cool woman in a blue dress glides in. We're lucky enough to see a lot of hot looking girls come in and while we can appreciate each and every one of them when a really classy one drives in the room everybody stops, and nothing else exists. We have the utmost respect for the guys who spend untold hours (actually around 3,000 hours truth be told) putting a vehicle together to this great level of detail. We're going to dyno this? Yeah man. Think I'm nervous wheeling a \$200,000 car into the dyno room? Were you nervous about stepping on your date's toes on your first date? Kinda like that but with a little more to lose.



View and hear dyno at
<https://www.facebook.com/SouthernStablesAutomotive>
December 5, 2014 entry

When I asked what RPM we were going to spin her up to, there was a noticeable unease amongst our guests (just so you know, this is a situation we struggle with on any tune which is the battle between the desire to see what power we can make versus caution, restraint and good ole' common sense). Now while the gentleman who owns the vehicle, CLC PR Member Rick Menz, seemed cautious, the guys who had made the labor investment seemed on the verge of hand-wringing and possible stress-fatigue. Totally understandable! I'm instructed, "You're to rev no higher than 4000 RPM." This is in stark contrast to the last dyno we did with the rev limiter being gratuitously beat on at 6700 RPM. Hands wet, eyes sharply focused on the RPM gauge on my computer, I ease into the throttle. I gain a little rear wheel speed before rolling into the throttle as the front end rises almost magically levitating, the deuces open up and the induction noise far surpasses the exhaust note. Almost as soon as it begins, I had to let out so as not to cross the line in the sand I have been made uber aware of. Three passes and no issues aside from a momentary trans kickdown under full throttle which sky-rockets the RPM and correspondingly the owner's and builder's heart rate and blood pressure.

There is more work in this engine than I can begin to tell you and although it did not seem to meet expectations, I see a reason why. The exhaust is small enough to be clogged by a number two pencil. I can assure you that when G.M. tested this engine she wasn't wearing four mufflers. Either way, you can see by the front end she's a torque monster. In the end, the beautiful part of this vehicle is its sheer audacity in over-the-top styling. How does something remain so elegant yet scream, "Look at ME?" I give you this '59 Cadillac.



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1966 CADILLAC CALAIS
STORY & PHOTOS BY VERN PARKER
OCTOBER 23, 2014
www.vernparker.com



Occasionally good fortune unexpectedly comes knocking on your door. Of course you have to be prepared to open the door. Such was a scenario that unfolded before Joe Rivenbark at his DunRite Transmission repair facility in Stafford, Virginia.

A few years ago a customer drove up to his shop in a sparkling blue 1966 Cadillac Calais four-door hardtop sedan. He was the second owner of the car and was there to get a few minor mechanical issues addressed. As Rivenbark inspected the Cadillac he was so impressed by the overall condition of the car that he inquired if it was for sale. Rivenbark was not surprised, but still disappointed, to learn the Cadillac was not for sale. As the years passed the car occasionally was brought to the shop for maintenance issues before a persistent Rivenbark convinced the owner that he would be the perfect third owner of the Cadillac. The owner finally agreed and the title to the car changed hands in March of 2014.



Paperwork that came with the car indicates that it was purchased new on June 23, 1966 at the Lindsay Oldsmobile-Cadillac dealership in Alexandria, Virginia. The initial owner traded in a 1961 Cadillac on the new 1966 Calais four-door hardtop model. In addition to the \$5,171 base price of the car was the optional equipment on the new car including:

- Air conditioner \$484.15
- Power windows \$115.80
- AM radio \$187.90
- 6-way power seat \$110.55
- Undercoating \$95.50
- Power door locks \$68.45
- White sidewall tires \$56.35
- EZI glass \$50.55
- Autronic eye \$50.00
- Twilight sentinel \$28.45
- Floor mats \$16.90
- Hazard warning flasher \$11.60
- License frames \$11.50
- Door guards \$7.20



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"It's so original I couldn't pass it up," Rivenbark says. When he acquired the Cadillac the odometer had counted only 96,000 miles. Only now the odometer is approaching the 98,000-mile mark. The 120 mph speedometer is easily viewed from the driver's seat through the three-spoke steering wheel.

Almost everything about the 4,465-pound car is original. The cushy ride on the 15-inch tires is typically Cadillac-smooth thanks to a lengthy 129.5-inch wheelbase supporting the 18.5-foot-long automobile. All of that enormous automobile is propelled by a 429-cubic-inch V-8 engine delivering a refined 340 horsepower.

Above the pair of stacked headlights crowning each front fender is a turn signal light which can be seen only by the driver. Inside the generous sized trunk is the spare tire which Rivenbark has dressed up with a spare wheel cover for the spare tire.

To his way of thinking his Cadillac deserves the best.

Vern Parker is the former Automotive Editor of The Washington Times. While earning an undergraduate degree from Kansas State University in 1968, Parker was a stringer at The Manhattan Mercury, Topeka Capital-Journal, Wichita Eagle and the Kansas City (Mo.) Star. He formerly held positions with the Providence (R.I.) Journal and Bulletin and the Decatur (Ill.) Herald-Review. From 1989-2013, Parker spearheaded the annual antique classic car revue in McLean, Va. Vern, an honorary member of the CLC Potomac Region, continues to feature antique automobiles at www.vernparker.com.





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1947 CADILLAC CONVERTIBLE
STORY & PHOTOS BY VERN PARKER
OCTOBER 21, 2014
www.vernparker.com



While many of Rob Robison's high school classmates were attracted to muscle cars of the era Robison was drawn to the more economical British-built Triumphs. Following graduation Robison's income grew as well as his taste in antique automobiles. Years later, in 1992 he saw a 1947 Cadillac Series 62 convertible for sale.



Records indicate the Belden Blue convertible had been sold to a Brooklyn, N.Y. physician who had purchased the new car at the Scott Smith Cadillac dealership in Philadelphia. Only 6,755 such models were manufactured, each with a base price of \$2,902. Robison couldn't let the gorgeous Cadillac escape so he bought the car in June, 1992 and took it home to Yorklyn, Delaware with 44,000 miles showing on the odometer. The second owner was a woman in Philadelphia.

A careful inspection revealed frayed wiring which was dangerous so Robison sent his Cadillac to a restoration shop for what turned out to be a five-year rehabilitation. He explains that his car now appears as it did when it was completely original.

The powerful 346-cubic-inch V-8 engine develops 150 horsepower, more than sufficient to easily propel the 4,455-pound convertible. The speedometer can register speeds up to 120 mph. Power is delivered to the rear wheels via the Hydramatic transmission which has no "Park" position. From left to right the gear selection is: Neutral – Drive – Lo – Reverse.

Directly behind the two-piece windshield is the dashboard which Robison had restored to match the original. His research led him to select a two-tone dashboard with the upper portion painted a dark blue and the low portion painted a beach beige. The seat cushions are covered in a dark blue leather while the seat backs and door panels are upholstered in a beige fabric. A glass window is at the rear of the tan convertible top. A hydro-electric system operates the windows, front seat and convertible top. The radio antenna on the left front fender is vacuum operated. The radio receives only AM signals. An upscale deluxe heater is positioned beneath the front seat which permits heat to be blown forward as well as to the rear for the comfort of all the passengers.

Robison declares that the fog lamps are optional. Of course Cadillac had to hide the gasoline filler pipe under the left taillight. One, or both, of the previous owners made a few personal alterations to the car. Robison has put his car back into the condition it was in when it left the factory. When he acquired the Cadillac it was equipped with two reverse lights which is one more than it had in 1947. Robison removed the extra light.



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In the center of the dashboard Robison noted four holes had been drilled. He learned that the original owner, a doctor, used the car to make house calls. The doctor had a small wooden desk constructed which was bolted to the dashboard through the aforementioned holes in the dashboard. The dashboard has been returned to like new condition.

The 7.00x15-inch tires are dressed up with large "sombbrero" style wheel covers. The Cadillac, rolling on a 129-inch wheelbase, provides a luxurious ride. A stylish chrome horn ring covers only the bottom half of the three-spoke, shoulder-wide steering wheel.

Several years have passed since the restoration was completed but the Cadillac has not been tucked away in a garage. "You can have so much fun in this car," Robison reports. The odometer now has registered 52,000 miles, all the while delivering 12 miles per gallon. On a recent driving tour through the Adirondack Mountains in New York an optimistic Robison proudly says, "I got by with only one flat tire."

"I like to enjoy it the way it was," Robison says.

Vern Parker is the former Automotive Editor of The Washington Times. While earning an undergraduate degree from Kansas State University in 1968, Parker was a stringer at The Manhattan Mercury, Topeka Capital-Journal, Wichita Eagle and the Kansas City (Mo.) Star. He formerly held positions with the Providence (R.I.) Journal and Bulletin and the Decatur (Ill.) Herald-Review. From 1989-2013, Parker spearheaded the annual antique classic car revue in McLean, Va. Vern, an honorary member of the CLC Potomac Region, continues to feature antique automobiles at www.vernparker.com.





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CADDIE CLASSIFIEDS

Cars For Sale



NEW ARRIVAL 1965 Cadillac Fleetwood Brougham – Nice Driver with 59k miles – Rebuilt motor, carb, transmission and radiator – Mild cam, performance headers and impressive sounding exhaust – Vinyl roof removed and roof recently repaired – Front seat is in fairly nice condition given its age – Back seat is not in the best shape, but original material available – All options except for cruise control – New master cylinder and one brake line replaced – Left rear window motor is bad but an extra is available – Tons of extra parts included – Rear trim on right rear quarter missing but looking to find one and include – Car comes with extensive documentation including original ID card that was in the owner's manual (purchased in Allentown, PA) and recent receipts – Vehicle is not perfect but you can be sure you have a fine running low-mileage driver – See pictures at <http://www.clcpotomacregion.org/65cadillacforsale.htm> – **Asking \$7,500 or best offer** – For more info, contact Marc Tuwiner at 301-672-1000 or marct1000@yahoo.com – Car is located in Montgomery County, MD



NEW ARRIVAL 1973 Cadillac Fleetwood Series 75 Limousine – 27k miles – Delivered by Capitol Cadillac to the White House Motor Pool to be used as First Lady Pat Nixon's official car – After completing its service at the White House, the limousine was resold by Capitol Cadillac to a funeral home in West Virginia – Capitol Cadillac eventually reacquired the car from Jenkins Restorations in North Carolina with only 24K miles – Car has been mildly restored to its current condition – Everything works and runs great – Serious inquiries only – See pictures at <http://www.clcpotomacregion.org/73cadillacforsale.htm> – **Asking \$40,000 or best offer** – For more info, contact Daniel Jobe at danieljobe@ecapitol.com – Car is located in Greenbelt, MD

Cars Wanted

Cadillac Series 75 Nine-Passenger Factory Limousine – Rust free and in good condition – Prefer 1975 or 1976 year model but would consider earlier model back to 1973 – Contact Mitch Gamble at electra.01@bigpond.com – Mount Macedon, Australia

Parts Wanted

Two 1939 LaSalle Hubcap Medallions – Contact Jack Brownell at 202-638-6300, 202-746-3070 or JBrownell@douglasdev.com – Washington, DC

The Cars of the Foreign Monarchs vs.

KING OF ENGLAND OWNS 1 DAIMLER, 1 DARRACQ, 1 MERCEDES

EMPEROR OF GERMANY OWNS 3 MERCEDES, 1 FIAT

CZAR OF RUSSIA OWNS 1 DARRACQ

PRESIDENT ROOSEVELT HAS HIS EYE ON A CADILLAC

PRESIDENT OF FRANCE OWNS 1 C. G. V.

MODEL D. 4 CYLINDER CAR, \$2,800



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2015 OFFICERS

NAME	POSITION(S)	PHONE NUMBER	EMAIL ADDRESS
Vince Taliano	Regional Director Newsletter Editor Website Manager	301-258-8321	vincetaliano@clcpotomacregion.org
Dan Ruby	Assistant Regional Director Car Show Coordinator	301-894-8026	danruby@clcpotomacregion.org
Jack McClow	National Director Newsletter Columnist	301-330-5417	jackmcclow@clcpotomacregion.org
Sandy Kemper	Secretary Associate Newsletter Editor Valley Forge Region Liaison	301-585-0897	sandykemper@clcpotomacregion.org
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