



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

April 2020



DIRECTOR'S MESSAGE

BY DAN RUBY

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I am sending this message from my bedside at the Washington Hospital Center after a very serious accident. On Saturday, March 14, I was up about 30 feet on a ladder retrieving a sign off the top off a building. While doing so I lost my balance and fell to the ground, crushing both ankles and heels and bruising my lungs. By the time you read this message I will have had two surgeries with a couple more planned. It will be a long road of recovery for me.

I want to take this opportunity to personally thank all those who've sent well wishes in the form of cards, letters, phone calls and visits. I've received well wishes from CLC President Glenn Brown, Board Members, Regional Directors as well as officers and members of my own region. You all have warmed my heart in many ways.

As you know, we are in difficult time fighting COVID-19. It has disrupted many things, not to mention the economy. Following federal and local government guidelines has impacted many car shows and events. By now, you should have received an email from the CLC announcing that the 2020 Grand National scheduled for June has been canceled. From our Region standpoint, our Annual Spring Car Show & Automobilia Auction at Capitol Cadillac has been postponed until the fall, with a date to be announced after the Washington Redskins schedule has been released. We will be contacting attendees who pre-registered, offering them a refund or a credit for the rescheduled show. In addition, our April monthly meeting at Capitol Cadillac has been canceled. At this point, we are still planning to hold a summer picnic, but stay tuned for updates in upcoming newsletters. Before attending any events this spring/summer, I suggest you contact the respective event coordinators to confirm.

Please stay safe and healthy through this pandemic. Hopefully this will pass sooner than later.

Dan Ruby



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LETTER TO THE EDITOR



January 25, 2020

Vince,

I came across some old issues of the newsletter. The June 2006 issue includes this picture of me and my 1940 LaSalle at a car show at Catonsville (MD) Community College. In 2008 I once again attended and received a plaque for "Best LaSalle." The shows were hosted by the Vintage Chevrolet Club of America's (VCCA) Free State Region. I have many fond memories of those days.

Frank Lindberg
Naperville, Illinois



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CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Apr 18 Sat	9:00 am – 3:00 pm	CANCELED 13th Annual Swap Meet & Car Corral	Classic Car Center Fredericksburg VA	info@classiccarcenter.net or 540-370-4474 or See flyer
Apr 18 Sat	Starts at 9:00 am	CLC Valley Forge Region Spring 2020 Tour & Social Event	RB Restoration Shop America on Wheels Museum Allentown PA	Michael Stinson at michael.c.stinson46@gmail.com or 267-251-8588 or See flyer
April 19 Sun	8:00 am – 3:00 pm	4th Annual Bretton Woods Spring Car Show	Bretton Woods Recreation Center Germantown MD	Joe Palmore at 301-785-6622 or Registration form (No entry fee!) Watch 2019 show video
Apr 20 Mon	7:30 pm – 9:30 pm	CANCELED Potomac Region Monthly Meeting	Capitol Cadillac Greenbelt MD	Dan Ruby at 301-343-1463 or danruby@clcpotomacregion.org
Apr 26 Sun	9:00 am – 3:00 pm	POSTPONED UNTIL FALL 28th Annual Capitol Cadillac Car Show/ Automobilia Auction	Capitol Cadillac Greenbelt MD	Lynn Gardner at 703-303-7310 or lynngardner@clcpotomacregion.org
May 16 Sat	9:00 am – 3:00 pm	CLC Central Penn Region Car Show	Kelly Cadillac Lancaster PA	Richard Sills at 301-467-1212 or richard.sills@hklaw.com
May 16 Sat	10:00 am – 1:00 pm	Antique Car Show Hosted by the Early Ford V-8 Club of America NoVa Group	Historic Old Town Fairfax VA	info@nvrg.org , Visit website or see flyer
May 18 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Silver Diner Merrifield VA	Dan Ruby at 301-343-1463 or danruby@clcpotomacregion.org
May 27-31 Wed-Sun	Gates open daily at 7 am	NEW DATES Spring Carlisle	Carlisle PA	717-243-7855 or Visit website
June 6 Sat		29th Orphan Car Tour	Burkittsville MD to Bluemont VA	Jon Battle at tourdirector@orphancartour.org , 540-364-1770 or Visit website
June 9-13 Tue-Sat		CANCELED CLC Grand National Hosted by the Missouri Valley Region	Marriott Kansas City Overland Park KS	Visit website
June 15 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	IHOP Restaurant Rockville MD	Dan Ruby at 301-343-1463 or danruby@clcpotomacregion.org
Jun 21 Sun	10:00 am – 3:30 pm	47th Annual Father's Day Antique Car Show	Sully Historic Site Chantilly VA	Jim Gray at 410-353-0381, jim.gray.31a@gmail.com or Visit website
Jul 20 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Silver Diner Merrifield VA	Dan Ruby at 301-343-1463 or danruby@clcpotomacregion.org
Jul 26 Sun	10:00 am – 3:00 pm	17th Annual All Car & Truck Show hosted by the VCCA Free State Region	Reisterstown Regional Park Reisterstown MD	Mike Natale at 410-583-9171, mrnatale@verizon.net or See flyer
Jul 31- Aug 2 Fri-Sun		Das Awkscht Fescht hosted by the AACAA Ontelaunee Region w/Cadillac as featured marque	Macungie Memorial Park Macungie PA	Visit website
Aug 15 Sat	4:00 pm – 6:00 pm	Potomac Region Monthly Meeting	Olive Grove Restaurant Linthicum MD	Dan Ruby at 301-343-1463 or danruby@clcpotomacregion.org
Aug 22 Sat	9:00 am – 3:00 pm	14th Annual CLC Central Penn Meet	AACA Museum Hershey PA	Richard Sills at 301-467-1212 or richard.sills@hklaw.com
Sep 4-6 Fri-Sun		NEW DATES Greenbrier Concours d'Elegance featuring Cadillac	The Greenbrier White Sulphur Springs WV	Visit website
Sep 28 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Capitol Cadillac Greenbelt MD	Dan Ruby at 301-343-1463 or danruby@clcpotomacregion.org
Oct 7-10 Wed-Sat	Gates open daily at 7 am	AACA National Eastern Fall Meet	Giant Center Hershey PA	Visit website
Oct 17 Sat	8:30 am – 3:30 pm	City of Rockville Antique and Classic Car Show	Rockville Civic Center Rockville MD	240-314-5022 or Visit website
Oct 19 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Silver Diner Merrifield VA	Dan Ruby at 301-343-1463 or danruby@clcpotomacregion.org
Nov 16 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	IHOP Restaurant Rockville MD	Dan Ruby at 301-343-1463 or danruby@clcpotomacregion.org



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SOME MEMORIES OF DRIVE-IN MOVIE THEATERS BY SANDY KEMPER

Recently the officers of our club were discussing via email the possibility of postponing our spring car show. During the exchange, one of the officers jokingly commented that we could hold the show but that everyone would have to stay in their cars. Someone else added that it would be like going to a drive-in movie. I found that comment coincidental since I had been cleaning and re-wiring two drive-in movie speakers in anticipation of displaying them at the club's spring show.

For those of you who may not be familiar with drive-in movie theaters, the simple concept is that a drive-in theater was a facility with a large outdoor movie screen with a parking area in front of it for attendees to view the movie from their cars. The movie image was projected on the screen and the sound was provided in small speakers that were hung in cradles attached to poles in between the parking spaces. The speakers could be removed from the cradles and hung upon the windows of the cars.

I purchased my speakers at the Fall Hershey Swap Meet. When I bought them, the seller had several laying on a tarp in what was then the White Field of vendor spaces. I hadn't gone to Hershey to look for this type of item. But when I saw them and the price seemed reasonable (not that I know what a drive-in movie speaker should cost) and I just had to buy a pair.

Since drive-in movie speakers were built to withstand the rigors of being outside, the speaker components were housed in cast metal housings. They weigh a few pounds each. After my purchase, I realized that I had to make a drop-off trip back to my car that was parked in a field about a 1/2 mile away. The speakers, combined with other treasured purchases, made my small carry bag overbearingly heavy.



In the top right photo, the manufacturer's name, Projected Sound, Inc., is embossed on the top: The volume control is in the lower center. The bottom right photo shows the two speakers in their cradle.



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The following spring I found an original cradle for the speakers at the Carlisle meet. Now I have the original components to create my own facsimile of the audio experience of a drive-in movie. I located a suitable pipe to use as the parking lot pole and I fabricated a base to hold the pole, cradle and speakers. I just need to do some re-wiring so that the speakers will broadcast sound from a source like my car's radio or a portable device, like an iPad or cellular phone.



I suppose that my interest in the speakers was inspired by a bit of nostalgia. I recall attending drive-in movies with my parents as a child. There were several drive-ins fairly close to my childhood home. In fact, the first drive-in theatre in the country opened in Camden, NJ. Although it closed before I was born, its location was a mere ten minutes away. I remember seeing *The Ten Commandments* movie, starring Charlton Heston, at the Garden State Drive-In movie theatre that was located on NJ Route 70 in what is now part of Cherry Hill, NJ. Presently at that very location is a Crowne Plaza hotel, the site of the 2008 CLC Grand

Photo License: Creative Commons; Credit: Cinema Treasures, LLC

National. If you participated in that Grand National, perhaps you parked your car where hundreds of drive-in movie goers had parked their cars many years prior.

Read the CNBC article ['Blast from the past': Some drive-in movie theaters are making a comeback amid coronavirus.](#)



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STORY & PHOTOS BY ANGELO VAN BOGART; PERIOD PHOTOS COURTESY OF GM MEDIA ARCHIVE

March 26, 2020

www.oldearsweekly.com

Sports Car in Cadillac Clothing

General Motors was on top of the world in 1953. Its six divisions cranked out approximately half of the new vehicles being built. Such success provided the resources for research and development to keep the company on top. It also gave the company the funding to publicly tout its products and its research at its own traveling Motorama, an epic show of GM's might and majesty. Just showing off new cars that could be seen at dealer showrooms wasn't enough to draw people to the Motoramas, so GM also displayed its experimental line of products to tempt the public with "what if?" possibilities.

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The biggest draw of these Motoramas was GM's dream cars, vehicles that showed what future automobiles may look like and the technologies they may employ. America's car-crazed public loved these cars, and still do today. For its 1953 Motorama series of shows, GM prepared entirely original dream cars from all but its Pontiac line. (Pontiac showed a production car based Parisienne.) Chevrolet displayed the Corvette, Oldsmobile its Starfire X-P Rocket, Buick its Wildcat and Cadillac the *Le Mans*. These cars weren't particularly advanced when it came to technology, but they were futuristic in looks and construction. Each was built of Fiberglas with wrap-around windshields and low stances, and all but the X-P Starfire were sporty two-seaters.

Still hot from Cadillac's respectable showing at the 1950 24 Hours of Le Mans race, Cadillac used the Le Mans name for its 1953 dream car. The success at Le Mans wasn't Cadillac's alone; Briggs Cunningham had funded the team that raced a production-based Series 61 coupe and a Cadillac chassis with custom aluminum roadster coachwork. Although the *Le Mans* dream car was a convertible, it had more in common with the coupe that Cunningham fielded at Le Mans.

Road to Le Mans

Roadsters had been a mainstay of the Cadillac line before World War II, at least until the cabriolet with roll-up windows took over in the early 1930s. Even then, Cadillac offered the sporty cabriolet for the duration of the Depression. These convertibles offered an intimate passenger compartment in which only the front seat passengers were protected by a roof, leaving back seat passengers to the elements in the rumble seat. By the end of the 1930s, Cadillac was putting front and rear seat convertible passengers under a collapsible roof.

Upon the return of the Greatest Generation from World War II, there was a demand for two-seat open sports cars. Many servicemen had experienced such cars in Europe during the war and thereafter. With nothing similar currently available in the United States, they began creating their own sports cars using American chassis with unique roadster-type bodies of their own design. While most were backyard jobs and a scant few were built by experienced builders, at least one car was customized into an open two-seater by a manufacturer.

During 1952, Cadillac built a custom single-seat convertible for Harold R. Boyer, the plant manager of Cadillac Motor Car Co.'s tank plant in Cleveland. Boyer apparently floated the idea of a Cadillac-based sports car to Harley Earl who then oversaw its construction using a production two-door hardtop. The roof was removed and the car shortened about 10 inches and lowered 6 inches. When it was done, Boyer's car looked like a standard Cadillac convertible, but shorter and with a single seat and hideaway convertible top. Most of the metal removed from the car had come from the rear seat area, giving the car a very long tail. It survives, but whether it was the direct inspiration for the *Le Mans* or the production-based 1953 Eldorado convertible is a forgotten mystery.

At this time, GM designers were also working on sportier versions of its production convertibles. At Cadillac, the final result was the Cadillac Eldorado and it was showcased at the Motorama as a dream car that could be driven home. Although it shared the limelight at the Motorama, the Eldorado captured its own headlines.



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The 1953 *Le Mans* on display at its first General Motors Motorama stop, the Waldorf Astoria in New York. The 10 x 25-foot oil painting by French artist Claude Genest behind the dream car depicts its namesake, the famous 24 Hours of Le Mans race. Just a few years earlier, in 1950, Briggs Cunningham had entered two new Cadillacs in the race. While the Cadillacs didn't win Le Mans in 1950, they did perform admirably. The *Le Mans* pictured here and on a previous page is shown at the Motorama tour and is the first of the four built. It did not survive a 1985 fire.

The 1953 GM Motorama experimental cars — the *Le Mans* included — were a more specific test of interest in the domestic sports car market by GM. Although the six-cylinder Chevrolet Corvette was chosen to chase the sports car market, the V-8-powered *Le Mans* was perhaps better fitted to compete.

In a press release for the first stop of the 1953 General Motors Motorama at New York City's Waldorf Astoria hotel, the company said the "experimental *Le Mans* convertible" was "lithe with the power of its 250 h.p. Cadillac engine" with "its swift low lines poising it for unhindered speed." A later press release touted its "multitude of advanced engineering features including unique sports styling."

To build the *Le Mans*, a standard Cadillac chassis was cut down by about 11 inches to a 115-inch-wheelbase chassis and it was lowered. To power the *Le Mans*, a Cadillac V-8 was painted to match the *Le Mans* blue color of the body and internally modified. The Cadillac 331-cid V-8 engine was given higher 9:1 compression, there were 1953 Cadillac high-lift valves, redesigned manifolds and a pair of four-barrel carburetors. The dual-four-barrel-carburetor setup would not be available on production Cadillacs until 1955 and then, the cars would use a delta-shaped air cleaner with two oil bath pots. However, the *Le Mans* show cars used a standard-design four-barrel dual-snorkel air cleaner modified to cover both carburetors. Interestingly, the *Le Mans* engine was touted as having 250 hp — the same rating as the dual-carbureted 1955 Cadillac.



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Not only was future Cadillac power predicted under the hood, the *Le Mans* predicted styling of the forthcoming Cadillac hood and all of the styling around it. In effect, the *Le Mans* was a scaled-down 1954 Cadillac convertible complete with a convertible top (but minus the back seat). Its flatter sides, front bumper and grille ensemble, curved windshield, hooded headlamps and rear bumper ends through which the exhaust exited were all carried into the 1954 Cadillac line. Even the *Le Mans'* chrome-plated spoked wheels would morph into the Sabre-spoke wheels standard on 1955 Cadillac Eldorados.

Le Mans features that didn't make it to the production line were its rear "bumper" and instrument panel layout. The rear bumper was a series of vertical steel strips mounted to a painted rear roll pan internally braced between the heavy chrome rear bumper ends. Although this internal bumper was not immediately used in production, the strips were echoed on production 1955 Cadillacs as a decorative device above the traditional horizontal bumper. The *Le Mans'* unusual instrument panel featured matching circular dials extending the width of the brightly plated board; the instruments included a tachometer, speedometer, fuel gauge, radio dial, ammeter, oil pressure gauge and clock. The Hydra-Matic indicator was moved from the steering column to the instrument panel, between the tach and speedometer. Seating was upholstered in fine hand-buffed leather with the Cadillac crest embossed at the center back rest.

As much as it fit the sports car model, Cadillac also touted the *Le Mans* as combining elegance with power. The elegance came from its Cadillac styling features, which further set it apart from the other Motorama sports cars (namely the Corvette from the budget-friendly Chevrolet division). Sports cars almost always seat only two passengers, and in another nod to luxury, Cadillac touted the *Le Mans* convertible's three-passenger seat.

Despite Cadillac's emphasis on elegance in its *Le Mans* literature, it teased Detroit-based automotive journalists with a trip behind the wheel to test the 250-hp V-8 on Aug. 6, 1953, at the GM Proving Ground. *Motor Trend* took Cadillac up on the offer and reported in its October 1953 issue that "floorboarding the engine with the reworked Hydra-Matic unit immediately sends the tach over past 4000 and the car gets 0-60 in slightly under 9 seconds....This performance is the more surprising since the car weighs only 400 pounds less than a standard Cadillac convertible."



TOP: The *Le Mans* name appears only on the grille.

ABOVE: Perhaps this shortened 1952 Cadillac inspired the creation of the *Le Mans* dream cars. Harley Earl himself oversaw the construction of the custom car for his friend, Cadillac Motor Car Co. tank plant manager Harold R. Boyer.

ABOVE: The second *Le Mans* built was painted black and owned by Harley Earl for a time. It is pictured here with Robert W. Moore of Greenlease-Moore Cadillac Chevrolet at the Oklahoma state capitol, its last known stop. It vanished after this appearance.



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Motor Trend additionally stated three *Le Mans* had thus far built at a cost of \$1 million, but it's believed four were actually built. Of those, only two survive.

The first three *Le Mans* convertibles

Following the Motorama show circuit, the *Le Mans* dream cars were sometimes exhibited at other shows, dealerships and, on rare occasions, at events unrelated to motor vehicles including the 1954 Rose Bowl Parade. More surprisingly, these cars weren't all scrapped by GM following their show days — unlike most GM dream cars of the period, some *Le Mans* convertibles were officially sold!



ABOVE: What is presumably the first 1953 Cadillac *Le Mans*, the car that toured the 1953 General Motors Motorama, is pictured here in GM's Argonaut Building. Note the streaks on the deck lid and the integrated body-color rear bumper decorated with vertical strips. Cadillac said this bumper was internally braced to withstand a collision. The *Le Mans'* recessed license plate was covered with a lens, and the trunk V was crowned with a "Fleetwood" badge instead of the usual Cadillac crest. Also note the many rear-end design features that appeared on production 1954 Cadillacs: the rear bumper ends and especially the taillamps, which came directly off the forthcoming 1954 Cadillacs.

All dream cars built by GM, and those production cars modified for special use by GM, went through the General Motors Styling Section and received a unique Shop Order (SO) number. The four *Le Mans* roadsters built are still identified by these SO numbers.

According to David W. Temple's book "*Motorama: GM's Legendary Show and Concept Cars*," the first *Le Mans* (SO 1709) was metallic blue and was the car shown at the GM Motoramas. Afterward, it went to Clarence Dixon Cadillac in Hollywood. From there, it was sold to Harry Karl, a shoe store owner. In short order, Karl had famous "kustomizer" George Barris restyle the car by plating some trim in gold, adding plated fender-length fins, carving body coves into the lower body and adding other gaudy features popular in the day. The car went through a few owners until 1985 when it burned in a fire with other collector cars. The engine and chassis survive in Texas, and some salvaged trim parts from the car remain in *Old Cars* reader Jim Jordan's Cadillac collection.



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The second *Le Mans* (SO 1865) was eventually repainted black and fitted with a yellow interior. Its most notable known appearance was at the Oklahoma City Municipal Auditorium and then that city's Oil Progress Motorcade. That was its last known appearance before it dropped off the map. Rumor has it that it was sent to Warhoops Used Auto & Truck Parts in Sterling Heights, Mich., and crushed, but Old Cars reader Harry Warholak, Jr. does not recall the car being at his family's salvage yard. The third *Le Mans* (SO 1866) was originally sold to Cadillac distributor Floyd Akers in June 1955, according to documents in GM Media Archive. Temple adds to the story by saying the car was not initially roadworthy, so **Capitol Cadillac** in Washington, D.C.



Photo by Dan Reed

prepared the car for road use. This *Le Mans* was repainted white at some point in its life and is occasionally shown by current owner Scott Milestone. Of the surviving *Le Mans*, this third example most accurately represents the *Le Mans* dream cars as displayed at the 1953 GM Motoramas.

The last of four *Le Mans*

Much documentation remains in GM's archive for the fourth *Le Mans* built (SO 2001). A parts list for the car dated May 15, 1953, and revised on Aug. 5 of that year lists 25 pages worth of components required to build this *Le Mans*. Some of the mechanical parts actually came from the 1952 and 1953 Cadillac parts bins: 1952 hood hinges and turn signal lamps, 12-volt 1953 Cadillac electrical components, headlamp assemblies and the like. As much as the *Le Mans* resembled the forthcoming 1954 Cadillac production models, only the tail and backup lamp assemblies came from that parts bin. Presumably, the parts list was very similar to the previous three *Le Mans* convertibles.

This fourth *Le Mans* was also painted metallic blue, but was specifically built for James E. Goodman, general manager of Fisher Body Division and a vice president at GM as of May 1952. The car was invoiced to him and Fisher Body Division on Oct. 15, 1953, and it was stated as being in company use. However, the car's operating manual, personalized for Mr. Goodman, states him as the owner. This operating manual also includes instructions on how to remove the car's plastic top.

A May 4, 1953, general order form states the estimated cost to produce this fourth *Le Mans* chassis for Fisher Body Division was \$16,924. Although the order form states "chassis," it is believed the order included the complete cost of the car "minus instruments, tail lamps, fog lamps, radio and plating of parts and drafting," as stated on the order form.



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Before delivery, Goodman's *Le Mans* was put on bump rolls by the Cadillac Motor Car Division garage to evaluate a shake. The problem seems to have persisted after delivery and it was in Cadillac's garage again for several suspension and transmission band adjustments through 1955. It also received as many tune-ups. All of the work was done under the supervision of C.F. Arnold, Cadillac chief of engineering.

In June 1957, at just 6165 miles, Mr. Goodman's *Le Mans* received a new 365-cid 1957 Eldorado V-8 and transmission, which required a new exhaust, shift controls and mounts, among other parts. A few months later, new springs were installed to address the added weight of the 1957 engine. The 1957 Eldorado engine didn't stay in Goodman's *Le Mans* for long. In August 1958, at 7672 miles, the Cadillac garage installed new 1959 Cadillac and transmission assemblies. The engine was a triple-carbureted Eldorado unit, and to complete the change, 21 modifications were highlighted. The 1959 Eldorado engine must have been a winner as this engine remains in the fourth *Le Mans* today.

While *Le Mans* No. 4's mechanical repairs and updates appear to have been thoroughly documented, there are no known documents in the GM Media Archives for its more obvious exterior updates. At some point in the late 1950s, the car was extensively modified with exterior cues similar to those of circa-1958 production Cadillacs. The single 1954-style headlamp bezels with 1953 Cadillac headlamp assemblies were tossed for quad headlamps; the cowl and hood were lowered almost to the beltline and front fender tops; the 1954-style fins gave way to shark-type 1958 fins with blade-type taillamps in the ends; the chrome-plated vertical faux vent at the leading edge of the rear quarter panel was replaced with two horizontal intake scoops recessed into the body; the traditional Cadillac trim strip that ran horizontally from the headlamps to the door was replaced with a full body-length trim strip; and the streaks on the rear deck lid were removed for a smoother appearance. To complete the update, circa-1959 Cadillac Vs and crests were added to the hood and deck lid.



Photo by Bob Crimmins

Goodman kept the car for nearly a decade before giving it to his son, Jack, who operated a Cadillac dealership in Hollywood. At the turn of the millennium, the Cadillac Historical Collection acquired the car and it is now in the GM Heritage Center. At present, it is painted silver and is regularly shown. At a 2008 show held by the **Potomac Region of the Cadillac & LaSalle Club**, *Le Mans* No. 4 was paired with *Le Mans* No. 3 at **Capitol Cadillac**, where No. 3 was originally made fully function. In 2013, the two cars were again reunited at the Amelia Island Concours d'Elegance. *Old Cars* caught up with *Le Mans* No. 4 at the 2018

Cadillac Fall Festival, hosted by the **Cadillac & LaSalle Club Museum & Research Center** in Hickory Corners, Mich. The GM Heritage Center doesn't hide the car, and it's sure to appear on the concours circuit again as a reminder of the Motorama's glory days.



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Jacob Gilbert behind the wheel of the GM Heritage Center's *Le Mans* No. 4 during the Cadillac & LaSalle Club Museum & Research Center's 2018 Cadillac Fall Festival.



ABOVE: Gauges were spread across the width of each *Le Mans*' instrument panel. The original seat upholstery of each *Le Mans* originally included a Cadillac V and crest in the center of the seat back rest, but that detail was eliminated from *Le Mans* No. 4 at some point in its past.



RIGHT: This 1959 390-cid Cadillac Eldorado engine is the third engine installed by Cadillac in *Le Mans* No. 4.



When *Le Mans* No. 4 was updated in the late 1950s, it was fitted with fins copying the silhouette of the 1958 Cadillac with blade-like taillamps that would first appear on 1959 Eldorado Broughams.



ABOVE: The *Le Mans* wheels predicted the Sabre-spoke wheel first used in production during 1955.

BELOW: When the mileage of *Le Mans* No. 4 reached 7769 miles (sometime before September 1958), Cadillac's garage lowered the car's steering column by 1-1/2 in. for original owner James E. Goodman, whose initials are engraved in the steering wheel hub.



Author's note: Special thanks to Jacob Gilbert and the GM Media Archive for making available Le Mans No. 4 and its accompanying historical documents.

Editor's note: Special thanks to Angelo for granting us permission to reprint this great article.

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www.clcpotomacregion.org



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1965 CADILLAC IN KOREAN MOVIE BY VINCE TALIANO



On November 10, 2018, the Potomac Region co-hosted its 2nd Annual Cars & Coffee at Capitol Cadillac. I was unable to attend because I was in the Chinatown section of Washington, D.C. with my 1965 Cadillac Sedan Deville for the filming of the Korean movie *The Man Standing Next*. After filming a street scene at that location and then lunch, we were off to Virginia Avenue, NW for a driving scene with the Washington Monument in the background. In January, the movie trailer was released on [You Tube](#). At the 1:14 minute mark, the scene appears with my car driving towards the camera. It's the third movie my car has appeared in recently: *The Post* and *Vice* are the others.





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CADDIE CLASSIFIEDS

Cars For Sale



1946 Series 62 Convertible Coupe – Cream, beige cloth top and burgundy interior – First place Touring Class at the 2017 CLC Grand National in McLean, VA – This beautiful convertible is a dependable driver that participated in the 2014 Hemmings Great Race, finishing 3rd in the Rookie Class – Original drivetrain with automatic transmission – Car was completely restored 3,297 miles ago – [See pictures](#) – **\$64,000** – For more info, contact Daniel Jobe at danieljobe@ecapitol.com – Car is located in Greenbelt, MD



1948 Series 75 Limousine – 46,650 original miles – Although 1,262 examples of the Fleetwood 75 were manufactured in 1948, just 446 cars were built with body style 7533, of which only a small percentage were finished as seven-passenger limousines – Offering great originality and the distinction of executive transport, this exceptional Cadillac is absolutely beautiful – Rare and remarkable originality, offering an outstanding example of Cadillac's celebrated long-wheelbase Fleetwood – Optioned with a Hydra-Matic transmission, radio, heater, and fog lights, and finished in black paint – Driver's seat is black buttoned leather and the rear seat is tan wool and in beautiful condition – Jump seats offer room for a total of nine passengers – Professionally repainted in its original black in the last 15 years – Always garage kept – Don't miss out on your chance to own this rare classic! – [See pictures](#) – **\$32,950** – For more info, contact Baxter Saucier at baxter.apc@gmail.com or 337-366-2370 – Car is located in Lafayette, LA



1964 Eldorado Convertible – Firemist Red, beige cloth top and beige leather interior – Senior Badge Concours restored automobile – Senior Wreath award at 2017 CLC Grand National in McLean, VA – Runs and drives wonderfully – [See pictures](#) – **\$74,000** – For more info, contact Daniel Jobe at danieljobe@ecapitol.com – Car is located in Greenbelt, MD



1967 Eldorado Coupe – White, black vinyl top and white leather interior – Original 34k miles on a Senior Badge Concours restored automobile – Senior Crown award at 2017 CLC Grand National in McLean, VA – Best Post-War award at the Dearborn CLC GN in 2002 – Runs and drives wonderfully – Possibly the best 1967 Eldorado available – [See pictures](#) – **\$84,000** – For more info, contact Daniel Jobe at danieljobe@ecapitol.com – Car is located in Greenbelt, MD



1979 Seville – Parting out – 2,700 miles on newly rebuilt 350 C.I. fuel injected engine – New re-conditioned dash – [See picture](#) – Call / email parts request to Al Guttman at 301-606-7239 (mobile) or Lawsuites123@gmail.com – Car is located in Sarasota, FL



1984 Eldorado Biarritz Convertible – 70,184 miles on this estate-sale vehicle that was purchased about two years ago from its original owner – Very elegant Flax (cream) color paint with recently-replaced burgundy canvas convertible top – Tufted burgundy leather upholstery in very good condition w/door panels and dash pad equally nice – Simulated wood dash trim in good condition – Frame and underside of the car appear free of rust, other than some mineral surface rust – 4.1 Liter V-8 4100 engine starts right up and runs as it should – Power disc brakes bring it to a rapid and safe stop – Many more luxury and safety features – [See pictures](#) – **Asking \$14,900** – For more info, contact the Classic Car Center at 540-370-4474 or info@classiccarcenter.net – Car is located in Fredericksburg, VA

Literature For Sale

Cadillac Automotive Literature from the late CLC member Gary Anderson's collection – Shop manuals, owner's manual, accessory brochures, parts lists, plastic folios, paint chip brochures, etc. – 1940s-1980s – To bid on items for sale, [visit eBay store](#) – Items are located in Daytona Beach, FL



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