



Cadillac & LaSalle Club Potomac Region Caddie Chronicle October 2020



DIRECTOR'S MESSAGE BY DAN RUBY

2020 OFFICERS:

REGIONAL DIRECTOR
AUTOMOBILIA AUCTIONEER
SUMMER PICNIC HOST
DAN RUBY

ASSISTANT REGIONAL DIRECTOR
CENTRAL VA REGION LIAISON
NEWSLETTER COLUMNIST
CHUCK PIEL

TREASURER
BILL HILLIARD

SECRETARY
ASSOCIATE NEWSLETTER EDITOR
SANDY KEMPER

ACTIVITIES DIRECTOR
SCOT MINESINGER

CAR SHOW COORDINATOR
NEWSLETTER COLUMNIST
VALLEY FORGE REGION LIAISON
LYNN GARDNER

MEMBERSHIP DIRECTOR
FRANKLIN GAGE

NEWSLETTER EDITOR
WEBSITE MANAGER
VINCE TALIANO

NATIONAL DIRECTOR
NEWSLETTER COLUMNIST
JACK MCCLOW

OTHER KEY POSITIONS:

NEWSLETTER COLUMNIST
RITA BIAL-BOXLEY

NEWSLETTER COLUMNIST
CHRIS CUMMINGS

NEWSLETTER COLUMNIST
SUSAN DENCHFIELD

CAR SHOW SPONSOR AND HOST
DANIEL JOBE & CAPITOL CADILLAC

NEWSLETTER COLUMNIST
TOM MCQUEEN

CAR SHOW MASTER OF CEREMONIES
CENTRAL PENNSYLVANIA REGION
LIAISON
NEWSLETTER COLUMNIST
RICHARD SILLS

September is now in our rearview mirror! With many shows canceled this year, we were fortunate to be able to hold our 28th Annual Spring Car Show at Capitol Cadillac on September 20th albeit five months later than originally planned. Who says you can't put on a show during a pandemic? We followed the restrictions in place and the event went well. A special thanks to Daniel Jobe for supporting our Region by hosting the car show and sponsoring the awards. Car Show Coordinator Lynn Gardner did a great job overseeing the registration and the displaying of the cars, while working with a host of volunteers that included Franklin Gage, Bill Hilliard, Sandy Kemper, Chuck & Debbie Piel, Vince Taliano and Christopher Winter, among others. Thanks to Lynn and the volunteers, as well as the participants, for making this show a success.

Several members' cars made their debut at the show including Chuck & Debbie Piel's 1941 Series 62 Convertible, Jim Govoni's 1941 Series 63 Sedan, Dan Murray's 1957 Eldorado Biarritz and Michael Kerwin's 1976 Sedan Deville. Cadillacs were on hand from the states of Maryland, Pennsylvania and Virginia, and the District of Columbia. Read more about the show and see pictures on pages 9-13.

Next on the region's agenda is the bi-annual election of officers, with the current terms ending on 12/31/2020. If you're interested in holding a position, please let Secretary Sandy Kemper know. After 16 years of serving the club, Sandy will be stepping down from that position. I can't thank him enough for all he has done for our club. I know that he'll still remain an active member. To round off the year's events, stay tuned for information on a Cars & Coffee somewhere in the local area.

On a sad note, please keep Jack McClow in your prayers over the loss of his long-time friend, Dr. Charles "Charlie" McCutchen. Charlie was the third-generation owner of the [Hotel Harrington](#) in Washington, DC, and was like a second father to Jack for many years. Some of you may have met him at a Region meeting held several years ago at the old Hamburger Hamlet in Bethesda, MD, when he attended with Jack and shared a story about his Cadillac back in the '40s. Charlie was 91 when he passed.

Dan Ruby



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SEPTEMBER 28, 2020 MEETING MINUTES BY SANDY KEMPER

PLACE: Virtual Meeting via Zoom Application

TIME: 7:30 pm

PRESIDING: Director Dan Ruby

ATTENDANCE: Randy Denchfield, Franklin Gage, Lynn Gardner, Larry Good, Bill Hilliard, Sandy Kemper, Rick Menz, Dianna Moy, Chuck Piel and Vince Taliano

DIRECTOR'S REMARKS: Dan thanked everyone for attending.

SECRETARY'S REPORT: The Minutes from the August 2020 meeting were not read since they were published and distributed to all members in the September, 2020 newsletter.

TREASURER'S REPORT: The Treasurer's Report covered the time period from the August 2020 meeting to date. The Region's income was \$438.95 and expenses were \$828.05, mostly from the car show.

MEMBERSHIP REPORT: Our 2020 membership stands at 181. The 2021 Membership Drive will begin in October. Welcome to our newest member, John Pezzullo of Fairfax, VA. The story on how John acquired his 1990 Brougham will appear in the October newsletter.

ACTIVITIES REPORT: The following activities were discussed:

1. Recent Events:

- **28th Annual Capitol Cadillac /CLC Potomac Region Car Show, Sun, Sep 20:** Despite the restrictions, it was a success! Vince shared photos from the show. A full report will be in the October newsletter.
- **CLC Gran National Virtual Car Show:** There were over 900 cars entered and the results were posted to the CLC website. Visit the [CLC's website](#) for results and pictures.

2. Upcoming PR Events: Several of the Region's officers are researching places at which we may be able to hold a "Cars & Coffee" event in October. If Region members know of a paved location in a central location that can be used for two-three hours and accommodate 20-30 cars (with spaces in between), please contact Dan Ruby.

3. Other Upcoming Events:

- **CLC Valley Forge Region "Cruise-in & Socially Distanced Coffee Hour/Picnic," Sat, Oct 3, starting 10:30 am, Ridley Creek State Park, Glen Mills, PA.** Coffee, donuts and pastries will precede a socially-distanced picnic. For the picnic, bring your own lunch, beverages and chairs, if you wish. Masks are mandatory. Cadillacs, LaSalles and daily drivers of any make are welcome.
- **AACA Special Fall Nationals, Fri-Sat, Nov 6-7, Wyndham Hotel, Gettysburg, PA.** AACA announced that they would be moving the car show from Hershey to Gettysburg at the site of their recent National Meet. Visit the [AACA's website](#) for updates.

OFFICER ELECTIONS for 2021-2022: In accordance with our By-Laws, we will be holding the bi-annual Election of Officers for the term 2021-2022. Also, Sandy announced that after 16 years as the Region's secretary, he would be stepping down. All of the other current Region officers are willing to be nominated to continue in their positions. But it is important to note that any member of the Region may be nominated for any officer position. A nomination form will be published in the October newsletter.

NEXT MEETING: Our next meeting is scheduled to be held on Monday, October 19, 2020. It is likely that this meeting will be held using the Zoom application. An email with the meeting access information will be sent in mid-October.

ADJOURNMENT: Meeting adjourned at 9:45 pm.



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ELECTION OF OFFICERS FOR 2021-22 NOMINATION FORM

The election of 2021-22 Potomac Region Officers shall take place on November 16, 2020. Any member in good standing shall be eligible to be nominated. Every nominee shall be contacted and must agree to be a nominee prior to the distribution of the election ballot.

Listed below are the officer positions and their respective responsibilities as written in the Region's By-Laws. If you would like to nominate a member or yourself for any officer position, please write the name on this form in the space provided. Please make sure that your nominee is interested in the officer position. The members whose names have been inserted on this form have been nominated already and have agreed to be nominees before the preparation of this form. **This does not preclude the nomination by you of yourself or any other Region members for any of these positions.**

To be valid, all nomination forms must be received **no later than Friday, October 16, 2020** by US mail or email to:

Sandy Kemper
517 Dartmouth Ave
Silver Spring, MD 20910-4262
sandykemper@clcpotomacregion.org

1. REGIONAL DIRECTOR: The Regional Director shall 1) be the Chief Executive Officer of the Region, 2) preside at all meetings; he/she shall appoint all committees, 3) oversee the annual membership drive, 4) decide all questions of equal division and 5) have all powers, authority and duties usually accorded a Regional Director.

Nominee:	<i>Dan Ruby</i>
Nominee:	

2. ASSISTANT REGIONAL DIRECTOR: The Assistant Regional Director shall 1) be responsible for such duties that may be assigned by the Director and 2) perform the duties of the Regional Director when the Regional Director is absent.

Nominee:	<i>Chuck Piel</i>
Nominee:	

3. TREASURER: The Treasurer shall 1) collect and disburse the funds of the Region related to annual membership dues, events/tours, car shows, etc., 2) render a financial report monthly at Region meetings and/or whenever the Region Officers direct and 3) prepare an annual financial report summarizing all of the monthly reports of the preceding year and submit it to the membership at the first Region meeting the subsequent year.

Nominee:	<i>Bill Hilliard</i>
Nominee:	



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4. SECRETARY: The Secretary shall 1) record all minutes of meetings of the Region, 2) provide minutes to the Newsletter Editor for inclusion in the **Caddie Chronicle**, 3) prepare election nomination forms and ballots and 4) distribute, collect and tally nominations and ballots.

Nominee:	
Nominee:	

5. ACTIVITIES DIRECTOR: The Activities Director shall 1) be responsible for scheduling social activities for the Region and 2) plan, schedule and coordinate activities in the area served by the Region that are consistent with the purposes, aims and best interest of the Region.

Nominee:	<i>R. Scot Minesinger</i>
Nominee:	

6. NEWSLETTER EDITOR: The Newsletter Editor shall 1) be responsible for development and distribution of the monthly **Caddie Chronicle** newsletter and 2) research and publish interesting stories consistent with the purposes, aims and best interest of the Region.

Nominee:	<i>Vince Taliano</i>
Nominee:	

7. CAR SHOW COORDINATOR: The Car Show Coordinator shall 1) be the liaison between the Region and the Sponsoring Organization and 2) help organize and facilitate the car shows, including the set-up, parking/registration, judging, awards ceremony, etc.

Nominee:	<i>Lynn Gardner</i>
Nominee:	

8. WEBSITE MANAGER: The Website Manager shall 1) maintain the Region website and 2) be responsible for posting information on the website as well as ensuring that information posted by website members is consistent with the purposes, aims and best interest of the Region.

Nominee:	<i>Vince Taliano</i>
Nominee:	

9. MEMBERSHIP DIRECTOR: The Membership Director shall 1) actively participate in the annual membership drive, including mailing applications and making phone calls to existing and prospective members, 2) recruit prospective members at local car shows, car events, etc, as appropriate and 3) be responsible to receive, review and take action accordingly to membership related requests from the CLC, including, but not limited to, the submission of annual membership reports.

Nominee:	<i>Franklin Gage</i>
Nominee:	



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CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Sep 30- Oct 4 Wed-Sun	Gates open daily at 7am	Fall Carlisle	Carlisle PA	717-243-7855 or Visit website
Oct 17 Sat	8:30 am – 3:30 pm	POSTPONED TO 2021 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 6-7 Fri-Sat		NEW DATES AND LOCATION AACA Special Fall Nationals	Wyndham Hotel Gettysburg PA	Visit website
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

Holiday Gifts



CLC POTOMAC REGION CLUB STORE

Show Your Club Pride!

Order gear at
[Visit Website](#)

The Region receives a portion of the
proceeds.

CLC POTOMAC REGION CLOISONNÉ GRILLE BADGE

Made of the finest quality, the 3 1/4 inch grille badge
features an Azure Blue 1953 Eldorado in front of the U.S. Capitol.
Each one comes with a mounting stud and a black gift box.

Send a check to the CLC Potomac Region for \$58.00
(includes \$8.00 for domestic shipping & handling
-- outside the US will be an additional charge) to:

Vince Taliano
14 Triple Crown Court
North Potomac MD 20878



More Cadillac — V-16s — Lost and Found



67 New Histories

Christopher W. Cummings

Now Available for Pre-Order / Backorder

More Cadillac - V-16s - Lost and Found

67 New Histories

By Christopher W. Cummings

\$39.95

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Cadillac V-16s Lost and Found

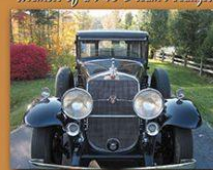


Tracing the Histories
of the 1930s Classics

Christopher W. Cummings

The Cadillac That Followed Me Home

Memoir of a V-16 Dream Realized



CHRISTOPHER W. CUMMINGS

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TWO MOTHERS KNEW BEST BY JOHN R. PEZZULLO



Here is the story on how I found my Silver Frost 1990 Cadillac Brougham. In December 2019, my mom passed away after a very long illness. She was aware of my absolute love affair with Cadillacs. Knowing I had already owned three prior ones, shortly before she got ill she said, "I want you to get another beautiful Cadillac one day and LIVE; I know how much you love them." After she passed, I remembered what she said and set out to find my fourth Cadillac. It would be dedicated to my amazing mother.

The Cadillac had to be an old-style REAL Cadillac, either a Fleetwood Brougham or a Brougham model with the body style from the 1977-1992 era. To me they were the most beautiful Cadillacs ever built. My search took me to **Hemmings Motor News**, where I found a beautiful 1990 Silver Frost Brougham for sale with only 39,000 original miles. Here comes the special story that unfolded, which led me to believe this car was meant for me.

The owner was a man in his late 70s, who was selling his mother's car. She had recently passed away as well. Coincidence? I don't think so. Here's why. His name is John; my name is John. His dad was in the military; my dad was in the military. He is a Republican; I am a Republican. His mother was Italian-American; my mother was Italian American, and we were both very close to our mothers.



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The Brougham was her pride and joy. She took extremely good care of it, always keeping it in a garage, never driving the car in the rain or snow and always getting it serviced to keep up with maintenance. When I initially called John about the car, we had such a great conversation about our mothers. It just seemed like this car found me, possibly from above. John had actually put a picture of his mother in the **Hemmings** ad, which was extra special. She absolutely loved her beautiful 1990 Cadillac Brougham and stopped driving it at the young age of 98. She went on to live to 108-years-old. That's right, 108! WOW, was that awesome or what?



When I finally arranged to go see the car (John lives in PA), my eyes could not believe it. The car was sitting in his mom's garage, and was absolutely perfect. Of course, it had a few items I had to deal with like a cracked cornering lamp and a cracked license plate filler piece, but I knew I could replace those in a minute. Nothing major was wrong with the car, either cosmetically or mechanically. The paint, chrome and bright-work were impeccable and the leather interior still had that great Cadillac-leather smell, and looked brand new. I drove the Caddy and knew right away that I must have her!

In my opinion, John had it way underpriced, as he was not aware of the current value of these cars, seeing that they have become collectible. If I remember correctly, he was asking about \$7,500 for the car and was getting emails from all over the country with people literally offering him \$15,000 sight unseen. Since I had bonded with John on the phone and now in person, he gave me the first shot at the car, ignoring all of the other offers. Also, I was the first person that contacted him after he placed the ad. He said, "What's fair is fair!" and let me have the first chance.



After driving the car, I offered John \$9,000 because he certainly was not going to let her go for \$7,500 after getting offers for \$15,000. I had to up my game in order to get this pristine Cadillac. John came back at \$10,000 and we called it a day. I could not let someone else take this beautiful Cadillac, considering the powerful story behind it, and the fact that the car was near showroom mint condition. Also, he was being an incredibly generous, letting me have her for \$10,000 knowing he could have gotten a lot more.



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As I drove her down his mother's vast driveway on pickup day, I could plainly see the sadness on his face. I felt this wave of guilt come over me, so I asked him over and over again if he was sure he wanted to sell it. He said, "Yes." The only requirement he had was that I honor his mother's memory and take very good care of it, and leave the palm fronds that his mother had put on the front dash intact. She placed them there the last day she ever drove her beloved Cadillac, home from church on Palm Sunday. To this day, they have not moved an inch. Also, John requested I send pictures and keep him updated on the car, which I have gladly done.

The car is the rare and beautiful Silver Frost combination with the 5.7 litre engine (the best offered at the time). Everything works perfectly. Even though the car had been very well taken care of, I replaced all of the fluids, had a major tune-up done and installed the wider white wall Coker American Classic tires. The car popped with the new tires and looks amazing! The final thing I did to her was get a full detail, which she really did not need, but I just wanted her as a fresh and as nice as possible. The Brougham runs like it is brand new, floating down the highway like a REAL Cadillac should. I get stopped everywhere I go, getting the most awesome comments from people on how wonderful she is.

It was a great purchase of an old-style Cadillac (last of the greats). I marvel at the car every time I look or drive her. It is truly a piece of Americana, and a testament to two incredible mothers who loved their sons. Both of them are looking down happily, seeing where this amazing American classic ended up.

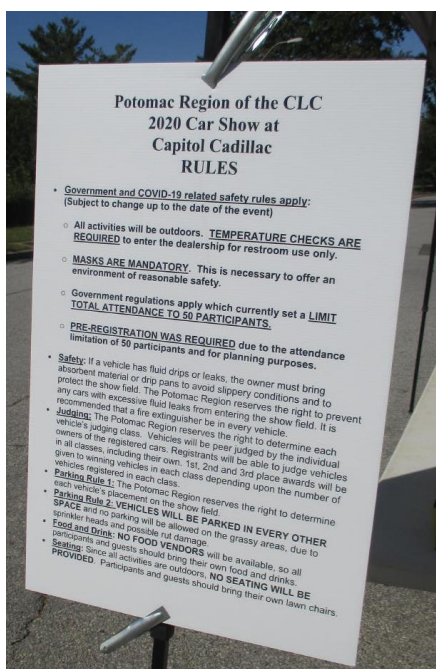




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28TH ANNUAL CLC POTOMAC REGION SPRING CAR SHOW AT CAPITOL CADILLAC BY LYNN GARDNER PHOTOS BY LYNN GARDNER, SANDY KEMPER AND DAN RUBY



After a five-month postponement due to COVID-19, Sunday, September 20 turned out to be a beautiful sunny "Fall" day for the 28th Annual "Spring" Car Show at Capitol Cadillac. Morning temperatures were in the 50s with the afternoon reaching the high 60s, a great day for a car show. Due to the pandemic, there was a single point of entry to the show field where cars were parked in every other space. A list of car show "RULES" was placed at the registration table to remind everyone of the restrictions that were in place per Prince George's County. Special thanks to Daniel Jobe and Capitol Cadillac for working with the Region to host a show like no other ever held there.

Numerous volunteers showed up at 8:00 am to begin preparing for the day's activities. Pre-registration had been required. Like always, an attendee in his/her classic arrived just as the volunteers were setting up, long before most of the exhibitors arrived. Throughout the morning, the volunteers pulled pre-registration packets and directed car owners where to park, while processing a handful of day-of-show registrations. Those were

permitted as long as the headcount total of 50 persons was not exceeded.

For this show, the dealership's showroom was off limits, so all vehicles were displayed outside. By the noon cut off, a total of 38 cars had arrived; the oldest were two 1941 Cadillacs, Series 62 Convertible owned by Chuck & Debbie Piel and Series 63 Sedan owned by Jim Govoni (featured in



the [June issue](#) of the **Caddie Chronicle**), and the newest was a 2008 XLR, owned by Joe Palmore, who also brought a 1961 Coupe Deville and a 1967 Eldorado. Cadillac row was anchored by Ron Renoff's one-owner 1968 Deville Convertible behind Randy & Susan Denchfield's 1964 Eldorado (pictured above).

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There were several cars from the 1950s, including four iconic 1959s (pictured above left to right owned by Mark Brodsky, Bill Harrison, Sandy Kemper and Rick Menz), a half a dozen 1960s, a few 1970s, 1980s and 1990s, as well. It was an excellent assortment of Cadillac years, models and styles for the members and the few spectators to enjoy.



Some cars of note include Chuck & Debbie Piel's newly acquired 1941 Series 62 Convertible, featured in the [March issue](#) of the ***Caddie Chronicle***, Michael Stinson's 1990 Brougham with less than 5,000 miles, a practically new car not yet out of its 12,000-mile original warranty after 30 years, and Jim Govoni's recently resorted 1953 Series 62 Sedan (pictured above left to right).



Daniel Jobe displayed his 1946 Series 62 Convertible that participated in the 2014 ***Hemmings*** The Great Race, 2002 STS Pace Car with only 800 miles, 1967 Eldorado that was sold new at Capitol Cadillac and traded in 1969 and 1964 Eldorado (all pictured left).

Other cars on hand included Bill Hilliard's 1969 Eldorado purchased new by his great aunt and uncle as their 50th wedding anniversary present, Ivars Jaunrubenis' one-owner 1976 Sedan Deville and Mike Carlin's original 1950 Series 62 Sedan sporting its unrestored patina finish.



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The customary playing of the National Anthem by DJ Mike Veilleux at 10:00 am signaled the beginning of the show. DJ Mike kept the attendees informed through the day with announcements and entertained with his mix of music.



As with past shows, approximately 2/3 of the owners submitted ballots with their peer judging selections. Once the tabulations were completed, Sandy Kemper, Master of Ceremonies, called everyone together in front of the dealership to begin the program. The judges did a great job resulting in a lot of great cars winning awards (see full list on page 12). Best of Show-Overall was awarded to Dan Murray, Washington, DC, for his beautiful 1957 Eldorado Biarritz (pictured left). It was a well-deserved recognition for Dan, a relatively new member of the Potomac Region.



As the case with the previous shows, the best Post-War category was divided into an early period (1946-1964) and a late period (1965-present). 1964 seems the natural cut-off point for the early period as it represents the last year of the iconic Cadillac fins (except for the 1965 Series 75 Fleetwood which used the finned-body from 1964). The winner of the Best Post-War (Early) was Steve Clay, Glenn Dale, MD, for his 1949 Series 62 Club Coupe (pictured left). Steve shared his '49's [pandemic project](#) in the June issue of the **Chronicle**. Best Post-War (Late) was won by Michael Kerwin, Odenton, MD, for his 1976 Sedan Deville (pictured bottom left). The car has approximately 26,000 original miles. The Dealer's Choice Award appropriately went to one of the 1959s, Rick Menz's Breton Blue Series 62 Convertible pictured on page 10.



Overall the 50 or so attendees had a wonderful day. We can't wait until next year when things will hopefully be back to normal. Thanks to all of the volunteers, participants and spectators for making it another successful CLC Potomac Region car show at Capitol Cadillac.



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CLASS	1st PLACE WINNER	2nd PLACE WINNER	3rd PLACE WINNER
Class A: 1902 – 1942 Cadillac / LaSalle	Chuck & Debbie Piel 1941 Series 62 Convertible Ellicott City MD	Jim Govoni 1941 Series 63 Sedan Bowie MD	
Class B: 1946 – 1958 Cadillac	Jim Govoni 1953 Series 62 Sedan Bowie MD	Michael Carlin 1950 Series 62 Sedan New Windsor MD	
Class C: 1959 – 1964 Cadillac	Bill Harrison 1959 Sedan Deville Fulton MD	Joe Palmore 1961 Coupe Deville Rockville MD	Mark Brodsky 1959 Coupe Deville Chevy Chase MD Sandy Kemper 1959 Coupe Deville Silver Spring MD Randy & Susan Denchfield 1964 Eldorado Chevy Chase MD
Class D: 1965 – 1970 Cadillac	Ron Renoff 1968 Deville Convertible Severna Park MD	Chuck & Debbie Piel 1967 Deville Convertible Ellicott City MD	Bill Hilliard 1969 Eldorado Silver Spring MD
Class E: 1971 – 1976 Cadillac	Lynn Gardner 1975 Sedan Deville Arlington VA	Marcel Ratnavale 1973 Sedan Deville Rockville MD	Ivars Jaunrubenis 1976 Sedan Deville Washington DC
Class F: 1977 – 1992 Cadillac	Michael Stinson 1990 Brougham Blue Bell PA	Fred Kott 1992 Brougham Ellicott City MD	Alvin Fludd 1991 Coupe Deville Washington DC
Class G: 1993 – Present Cadillac	Josh Pinho 1993 Allante Arlington VA	Joe Palmore 2008 XLR Rockville MD	David Piel 2006 STS Ellicott City MD





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CLASS	WINNER
LADIES' CHOICE AWARD	Randy Edison 1954 Series 62 Convertible Annandale VA
HENRY RUBY MEMORIAL AWARD	Jim Govoni 1953 Series 62 Sedan Bowie MD
BEST MODIFIED AWARD	Brandon Kane 1995 Fleetwood Brougham Largo MD
DEALER'S CHOICE AWARD	Rick Menz 1959 Series 62 Convertible Ellicott City MD
BEST POST-WAR EARLY (1946 to 1964)	Steve Clay 1949 Series 62 Club Coupe Glenn Dale MD
BEST POST-WAR LATE (1965 to Present)	Michael Kerwin 1976 Sedan Deville Odenton MD
BEST OF SHOW – OVERALL	Dan Murray 1957 Eldorado Biarritz Washington DC
LONG DISTANCE AWARD	Michael Stinson 1990 Brougham Blue Bell PA

[View](#) over 70 pictures from the show on the CLC Potomac Region website.





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UNUSUAL 1930 CADILLAC LIMOUSINE BROUGHAM BY FRANK LINDBERG CONTRIBUTIONS BY CHRIS CUMMINGS

In the '50s, we used to visit my grandparents in Kansas City, MO, a 1,000-mile round trip from the Chicago area. Next door to my grandparents lived Sam Tousey and his wife, Helen. He was known as "the Major."

The first time I saw his 1930 Cadillac Limousine Brougham was about 1955, when he showed it to my grandfather and me. It had 1949 license plates. The "Major" said he had 17 Cadillacs in his lifetime. This was the first one, which he had shipped to Europe for his honeymoon! While telling us about the car, he kept looking at his watch because he got a new refrigerator with an ice maker and thought he had to empty the ice or it would fill up the refrigerator.

Instead of the factory 7.00 x 19 inch tires, the car had 8.00 x 21 inch tires and wire wheels that were very unusual. In addition to the spokes that ran from the rim to the front, it had an extra row of spokes that ran from the back to the middle of the hub. He said he had six extra wheels in his garage (perhaps the 17-inch ones that came with the car). According to Cadillac's literature, 14 Fleetwood Custom bodies were offered in 1930 with the largest being the Limousine Brougham.

I never saw that kind of wheel or 8.00 x 21 inch tire again, even at about 40 Fall Hershey Meets I attended while living in Maryland.



**Example of a 1930 Cadillac Fleetbourne Transformable
Limousine Brougham with stock tire size and wire wheels**
Source: [Fleetwood Country Cruze-In](http://www.fleetwoodcountrycruze-in.com)



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Once, I stopped at one of the big tire vendors at Hershey and asked them to look up that tire size in their huge catalogs. They couldn't find it and said it probably was a truck tire.



Sam must have ordered those wheels from the dealer. He said that one time he had a flat tire and he couldn't lift the spare. Another time he took the car to a gas station for an oil change and the lift couldn't lift the car. It was surprising that he had the V8 and not the V16. The radiator hood ornament was a man looking like a court jester standing up holding a long horn to announce the car (pictured left). I did see one of those hood ornaments at Hershey once.

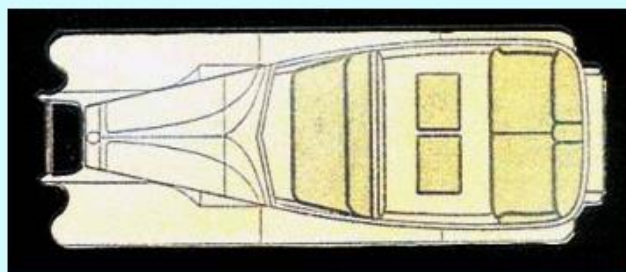
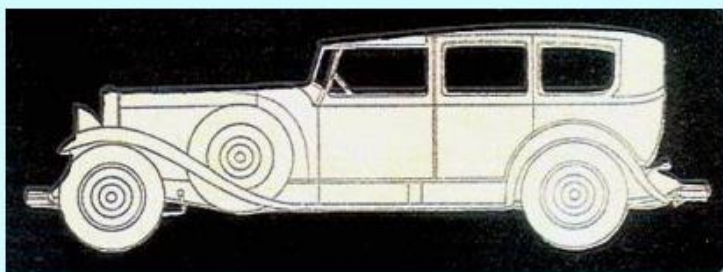
On one trip to Kansas City, I looked in his garage window and saw that the headliner of the car was sagging down. I thought the garage roof was leaking, so I offered to put a plastic sheet over the car, but Helen said, "No." She didn't want anyone to see the car in its present condition. She was a little eccentric.

When Sam died, a dentist in town offered her \$2,000 for the car, which she turned down. She became ill and was admitted to the hospital. The "kids" in the neighborhood broke into the garage and did their best to wreck the car. He then offered her \$200, which she took. It was probably restorable.

Before that I sent her a letter postmarked June 1, 1965, when I was a junior in college, outlining my offer to tow the car home (500 miles), restore and return it (another 500 miles), so my cousins could drive her around in it. I was really shooting over my head thinking that I could pull off that restoration, but I was young and unrealistic. Anyway, she replied that she was very sorry because she promised the car to her Chrysler mechanic. She called him a "garage man." That was before the kids broke into her garage and wrecked the car. If anyone knows anything about the "Major's" car, I would like to hear about it.

According to the [New Cadillac Database](http://www.newcadillacdatabase.com), style #3991 Fleetbourne Limousine Brougham (town car) had a metal back, full ¼ windows, two forward-facing auxiliary seats and removable cover over driver's seat (pictured below). One unit was built on a V-16 chassis.

*"Fleetbourne" town brougham for 7 passengers, style #3991;
metal roof (no leather); weight 5,320 lbs, list price \$5,145.*



The seating plan (left); driver's canopy cover in place (right)



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**MY "FULLY RESTORED" 1939 CADILLAC V-16 FLEETWOOD LIMOUSINE
BY BOB MANTZ
ORIGINALLY PUBLISHED IN THE CCCA COLONIAL REGION'S PUBLICATION**



My 1939 Cadillac V-16 was found advertised in **Hemmings Motor News** in the summer of 2019. It was a California car, which had been purchased disassembled by a lawyer in Iowa who had considerable restoration work done on the car in 2015 by a local man in a two-stall garage. In 2019, he decided he was not driving the car and did not have a temperature-controlled storage space for it, so he put the Cadillac up for sale and advertised the car as **"FULLY RESTORED WITH EVERYTHING WORKING."**

The car was purchased from pictures, which was a bad mistake. I thought that as a lawyer he would not misrepresent the car. But he sure did! I did not go to Iowa to look at it, which was also a mistake. After the car was delivered, I determined that it was a **"POORLY RESTORED WITH NOTHING WORKING."** The car had three-on-the-tree that would not shift properly. The windshield wipers did not work. The emergency brake cable was not installed properly. The carpets were original and in terrible shape. However, the two biggest problems were that the engine had low compression in all cylinders and the car ran too hot. I have now turned the car over to [Vintage Motor Car Company](http://www.vintage-motor-car-company.com) in Inwood, WV to get the car operating to my satisfaction so that I can drive it on tours.

MY GOAL: To make the car safer with better drivability and improved aesthetics. Below is a list and photos of some of the repairs that have been underway during the last few COVID-19 months.

- Refresh/Partial Restoration
- Chassis and suspension repairs on the front end
- Refresh on the V16 engine—partial rebuild
- Re-gasket of the transmission
- Re-detailing of the entire engine bay
- Repainting all components
- Re-plating all small parts and components that should be plated
- Replacing incorrect or missing components with correct components
- Replacement of carpet and mats





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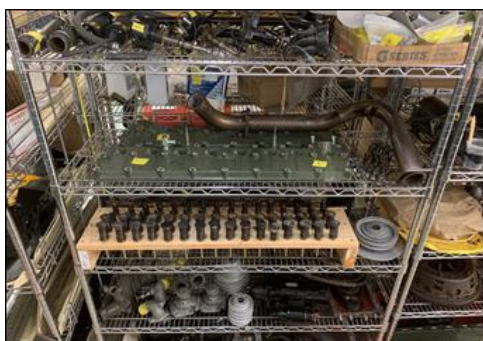
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- Re-chroming of miscellaneous emblems and body trim
- Rebuilding the radiator and shutter assembly
- Replacement of rear axle bearing
- Repair of shifter mechanism, shift gate and realignment/adjustment of all levers and rods
- Paintwork/touch up to the body, as needed
- Rubber gasket and window glass replacement
- Re-plating of window frames
- Re-painting steering column, steering wheel hub and shifter tubes



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proves itself one of the most
fundamental of Cadillac's many
contributions to motoring luxury*





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20 YEARS AGO: 1965 CADILLAC STOLEN AND RECOVERED

BY VINCE TALIANO

ILLUSTRATION BY DAN REED

ORIGINALLY PUBLISHED IN THE SELF-STARTER, OCTOBER 2004

As far as I can remember, I have liked Cadillacs. It was always a thrill to ride with my Aunt Laverne and cousins in my Uncle Joe's 1978 Eldorado Coupe. As I got older, my affection for Cadillacs increased, especially after seeing them in some great movies, such as ***Driving Miss Daisy***, ***Goodfellas*** and ***A Bronx Tale***. By 1996, I decided it was time to buy a 1965 Cadillac, much to the chagrin of my parents, who knew that I was not mechanically inclined. I was partial to 1965 Cadillacs for two reasons: the vertical headlights and it was the year I was born.



Searching the Internet and newspapers, I got a sense of the current market value of '65 Cadillacs. So, I did not rush to call a man regarding his '65 Deville Convertible advertised in ***The Washington Post*** until the ad was posted a third time with a realistic price. After seeing and driving the car, I decided to buy it. I drove it to my parents' house in Baltimore and they liked it but quickly brought me back to reality. "Where are you going to keep the car?" my mom asked.



I was living in a friend's house without a garage. One thought was to keep the car at my brother's house in Pennsylvania. His garage wouldn't accommodate the car's length, so we jointly built a large shed on his property. In the meantime, I kept the car under a cover at my parents' house, which didn't have a garage either. It was a solid No. 3 condition car with low mileage. My brother-in-law, who was a body and paint man, said that no one he knew would even touch that car. I knew that there had to be some places that worked on driver-quality, unrestored cars because the Internet was full of restored ones for sale. Then I saw an ad in ***Hemmings Motor News*** for Cadillac restorations in Maryland. I called and that's how I met fellow Potomac Region member Americo Oliveira (pictured left in photo with Vince Taliano in 2003). A friendship soon followed. After finishing a few projects, he said my car was next.

Three months had passed since I bought my '65 Deville Convertible, when an ad appeared for a 1965 Cadillac Sedan de Ville. The owner was asking a fair price. Temptation got the best of me, so I called the seller. He told me that he was losing his parking space at his retirement community. It was a Tuesday and he had to sell the car by Friday or donate it to charity. Based solely on his description of the car, I made him an offer. My rationale for the purchase was that I could drive this car while the other one was being restored.

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Looking back at it now, I realize that I was sick with Cadillac fever. My parents realized this at the time and did they let me have it, scolding, "What are you going to do, spend all your money on two old cars? Are you crazy?"

The owner wanted more than I offered, so we agreed that he would contact me if he changed his mind. Calling me the next day, he said I could have the car at my price if I still wanted it. I made arrangements to see the car that night and was not disappointed. In fact, I liked it better than the convertible. It was black with black and white interior and original chrome that glistened. It needed some work as well but the owner had about \$7,000 in receipts on work recently completed on the engine, body and paint, exhaust, tires, brakes, etc. It was too good to pass up. The owner cried when I left, saying I got a hell of a deal.



Over the next few years, I did a car juggling act with the two Caddies and my daily driver, finally finding indoor storage for the two Cadillacs. I would alternate driving the three cars a few days at a time.

IT'S NOT A DREAM

By 2000, I had purchased a condo on Massachusetts Ave, NE in the Capitol Hill section of Washington, D.C. Management of the nursing home parking lot across the street didn't mind if the residents of my building parked there at night, as long as they moved their cars by 8 a.m. On October 18, 2000, I decided to use the black Caddie for a few days. After work, I parked the car in the nursing home lot, as I normally did. When I woke up and went to move the car, it wasn't there.

At first I thought that I was dreaming, but reality soon hit me. Either my car had been towed or stolen. The security staff had no record of the night shift calling to have a car towed. At that point, I knew that it was time to call the Washington D.C. Metropolitan Police. I broke out in a sweat, visualizing my car being destroyed by thieves. This was the first time that anything of mine had been stolen other than a bicycle once—I felt so violated.



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The police arrived, took my statement and immediately issued an all-points bulletin on a stolen black 1965 Cadillac Sedan de Ville. They assured me that a car like that would be easy to find, but that didn't make me feel any better. After calling the boss, I phoned my two closest Cadillac friends: Americo Oliveira and fellow Potomac Region member Alex Figueroa. We had all enjoyed the car over the years and were shocked about the theft.

I got ready for work and walked to Union Station to catch the Metro. All I could think about was my car and what had happened to it. I was not able to get any work done that day and spent a lot of time in the office of my supportive girlfriend, Robin (who would become my wife).

"DUDE, I FOUND YOUR CAR!"



**L to R: Alex Figueroa and
Vince Taliano
2007 CLC Grand National
Thank you, Alex!**

At about 4:30 p.m., I checked my voice mail and there was a frantic message from Alex saying to call him on his cell phone immediately. It was too good to be true. Calling him, he shouted, **"Dude, I found your car!"** Where? How?

Alex had starting working at Bolling Air Force Base in Southeast Washington, D.C. a few weeks prior on a temporary assignment. He was coming out of the South Capitol Street entrance when he saw a black 1965 Cadillac parked on the grass shoulder. He slowly drove by, thinking, "what a nice car," then it dawned on him— it was "Vince's car." He immediately drove onto the grass shoulder and backed up. After getting out and looking at the car, he opened the hood and disconnected the battery cable. The car looked relatively unscathed except for the driver's side vent window, which was propped open. He couldn't believe his eyes and immediately called me—"Hurry up and get here!" Alex had to get home to his family.

As soon as I hung up with Alex, Robin drove me to the car's location. While en route, the police were called and notified where the car was spotted. They told me not to touch it upon arrival and to wait for them. I didn't want to wait for anybody, simply wanting to get my car home. The

dispatcher assured me that, if caught driving the car before they released it, I would be arrested. Crazy, but I was just glad that the car had been found.

As we approached the car on South Capitol Street, my heart started to race like I was nearing the finish line of a marathon. We pulled over and got out to look at the car. It looked OK except for the driver's side vent window and the ignition. My Children's Hospital ID was still hanging from the rearview mirror and my documents were still in the glove box. I did, however, notice that the thieves put more than 100 miles on the car before running out of gas.



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As we were waiting for the police, quite a few cars slowed down to look at the car and a few people asked if it were for sale. I kept saying "no," getting more annoyed. It was about 7 p.m. now and there was still no sign of the police. Robin had to use the rest room and I needed to get a gas can and some gas for the car. On the way back from the closest gas station, we passed a police car on the side of the road. We pulled over and explained who we were and they said as soon as they cleared another stolen vehicle, they would be down to clear mine.

By now, it was getting dark, so I told Robin to go home. I stood guard over the car until finally the police arrived. They applied powder over the door handles, windows, rearview mirror and steering wheel in search of fingerprints. They, too, were amazed as to how the car was located. More amazing, the car was sitting in a visible location on a highly-traveled road and the police did not discover it. Obviously, they did not patrol that area frequently.

Finally, the car was released. I drove to Alex's home in Springfield, VA to thank him. He hugged me at the door, brought me in and fed me, while we recounted every detail of the adventure. I told him the car was OK, but was running a little rough. We checked under the hood with a flashlight and found a vacuum hose disconnected. We reconnected the hose and the car sounded normal. I left there knowing that it was a modern-day miracle that Alex had found the car. Based on the comments and glances that I received from drivers passing by, it would not have survived overnight in that location. The thieves would have returned with gas or stripped it.

EPILOGUE

It's been 20 years since the car was stolen and recovered and I now keep it along with my '65 Deville Convertible safely in my home's garage. As the cars and I turned 55 this year, my plan 24 years ago, which seemed crazy to everyone but me, is still in place. After this ordeal, I believe my black '65 Sedan Deville was meant for me. The plan is to keep it safe and sound as we grow older together.





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CADDIE CLASSIFIEDS

Cars For Sale

Car #1



Car #2



Two 1930 LaSalle Four-Door Sedans & Parts – Nearly identical in good condition – Both have black tops and fenders w/maroon bodies, have always been stored inside, their V8 engines run and are drivable – **Car #1** has a Fisher Body, purchased from the original owner in 1965 and restored around 1968 – No dents or body damage, but several scratches and chips in the paint on the fenders – Interior is gray and in fair condition – **Car #2** also has a Fisher Body and was restored around 1975 – Same exterior color combination as the first one with no dents or body damage, but a very few scratches or chips in the paint – Some of the wiring for its lights needs to be replaced – Interior is red and in very good to excellent condition

Partial list of spare parts included in the sale are a set of four doors in excellent original condition, two transmissions, engine (long block), starter, four carburetors, trunk, picnic carrier, pair of headlights, dash (restored) with an oil gauge and speedometer and a pair of rocker panels (restored) that run below the doors between the front and rear fenders – [See pictures](#) – **\$38,000 for the cars and parts** – For more info, contact Steve Nicas at SNicas@aol.com – Cars are located in San Diego, CA



1941 Series 61 Woody Station Wagon – Stock #S3342 – 13,504 miles – VIN#5342864 – 346 C.I. V8 w/3 speed manual transmission – Burgundy w/tan leather interior – 1 of only 14 Cadillacs converted by a special restoration shop based in Costa Rica – Recognized in the Cadillac & LaSalle Club Potomac Region for several years – Original 6-volt generator and starter professionally rebuilt in 2018 – Hand-fitted and custom finished the wood framework – Took 2nd Place honors in its class at the 2017 CLC Grand National – Participated in the **Celebration of the 75th Anniversary of the 1941 Cadillac** in 2016 – [See pictures](#) – **Offered at \$89,900** – For more info, contact Jon Faust at 800-957-5707 or info@stlouiscarmuseum.com – Car is located in St. Louis, MO



1941 Sixty-Special Fleetwood Imperial – Stock #3534 – 82,301 miles – VIN#6342531 – 346 C.I. L-Head V8 w/3 speed manual transmission – Black w/beige interior – Very rare Fleetwood Sixty-Special imperial with power glass partition window – All new interior in 2017, and all new exterior paint in 2018 – Loaded with options including spotlight, front and rear radios, windshield washer, heaters, and more – Very nice example for driving tours – [See pictures](#) – **Offered at \$59,900** – For more info, contact Jon Faust at 800-957-5707 or info@stlouiscarmuseum.com – Car is located in St. Louis, MO



1948 Series 75 Limousine – 46,650 original miles – Although 1,262 examples were manufactured in 1948, just 446 cars were built with body style 7533, of which only a small percentage were finished as seven-passenger limos – Offering great originality and the distinction of executive transport – 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 – 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 this rare classic! – [See pictures](#) – **\$24,750** – For more info, contact Baxter Saucier at baxter.apc@gmail.com or 337-366-2370 – Car is located in Lafayette, LA



1950 Series 62 Convertible Coupe – Stock #S3526 – 71,928 miles – VIN#506248889 – 331 C.I. V8 w/automatic transmission – French Gray w/blue leather interior – Factory correct color combination – All number's matching – Nicely equipped with power top and windows, heater, reverse lights and more – Excellent driver – [See pictures](#) – **Reduced to \$74,900** – For more info, contact Jon Faust at 800-957-5707 or info@stlouiscarmuseum.com – Car is located in St. Louis, MO



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NEW ARRIVAL 1952 Fleetwood Series 60 Special – 75,800 miles – Second owner for the last 41 years – Mechanical records and full shop manual included – Car runs well, but needs full cosmetic restoration – Hagerty condition "Fair" states price range \$5-7K – [See pictures](#) – **Asking \$5,500** – For more info, contact Adam Garfinkle at 301-704-2462 or adam.q1951@gmail.com – Car is located in Potomac, MD



1953 Coupe Deville Series 62 Coupe – Stock #S3443 – 48,905 miles – VIN#OR67977 – 331 C.I. V8 w/automatic transmission – Artisan Ochre Yellow w/yellow interior – Power steering – Hydraulically-operated power windows – Power brakes – Autronic Eye auto-dimming headlamps – [See pictures](#) – **Offered at \$49,900** – For more info, contact Jon Faust at 800-957-5707 or info@stlouiscarmuseum.com – Car is located in St. Louis, MO



1954 Eldorado 6267SX – Beautiful Aztec Red – Frame-off, nut and bolt restoration – Ready to roll and perform flawlessly as a driver or show car at any venue – All new parts and equipment throughout this show car – Original Wonder Bar radio received an AM/FM conversion by S&M Electro-Tech, Inc. – Original clock refurbished by McVey's Cadillac – Marvelous Eldo is a real head turner that will not disappoint on or off the road – [See pictures](#) – **Reduced to \$140,000 or best offer** – For more info, contact John Riddick at 301-807-8176 or jeriddick@gmail.com – Car is located in Dunkirk, MD



1956 Eldorado Biarritz Convertible – Stock #3471 – 76,190 miles – VIN#5662095222 – 365 C.I. 2x4bbl V8 w/automatic transmission – White w/turquoise and white interior – Represents one of only 2,150 Biarritz convertibles ever made – Fully optioned- Complete with correct Sabre wheels and hard parade boot cover – Beautifully restored – All power features including windows and driver's seat – [See pictures](#) – **Offered at \$99,900** – For more info, contact Jon Faust at 800-957-5707 or info@stlouiscarmuseum.com – Car is located in St. Louis, MO



1990 Allanté – New battery, tires, convertible top motor, belt, water pump, exhaust manifolds, A/C compressor/charge, front and rear struts, alternator, belt tensioner, rebuilt CD player, Motegi racing wheels and alignment – [See pictures](#) – **Asking \$6,500** – For more info, contact Cory Kulibert at 920-210-2225 or corykulibert@att.net – Car is located in Mayville, WI



1995 Seville SLS – 33,000 miles – Two owners (current owner purchased 5/05 from selling dealer with 16,878 miles) – Original owner turned car in to acquire newer model with push button option – Polo Green / Neutral interior – Oil changed once per year (Mobil 1 Full Synthetic) – Transmission fluid and coolant serviced at 20,000 miles – AC compressor replaced approx. 5/18 – Power control module replaced approx. 12/19 – Continental tires installed in 2017 (approx. 1,500 miles on them) – Single disc dual AM/FM/CD/DVD w/painless wiring AMP bypass harness (original radio in trunk) – Driver's seat bottom foam GM part #16749667 replaced approx. 5/05 (OE foam and replacement foam for driver's seat in trunk) – [See pictures](#) – **Asking \$4,250** – For more info, contact Greg Culp at donnaper@aol.com – Car is located in Rockville, MD



2010 STS Sedan – Last V-8 – 37,000 miles – Mint condition – Always garaged – Red with tan leather – Loaded including navigation, spoiler, air, moon roof, magnetic suspension, etc. – Recent servicing – New Michelin performance tires – State of Maryland inspected – **\$12,500 obo** – For more info, contact Richard at 908-64-3110 or rdoubleus@aol.com – Car is located in Walkersville, MD

SOLD

Parts For Sale

50-Year-Collection of Cadillac Literature and Parts -- 1950s-2000s -- Too much to list -- Buy, Sell and Trade -- For more info, contact Michael Martino at 484-326-7982 -- Philadelphia, PA suburbs



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Commercial Ads



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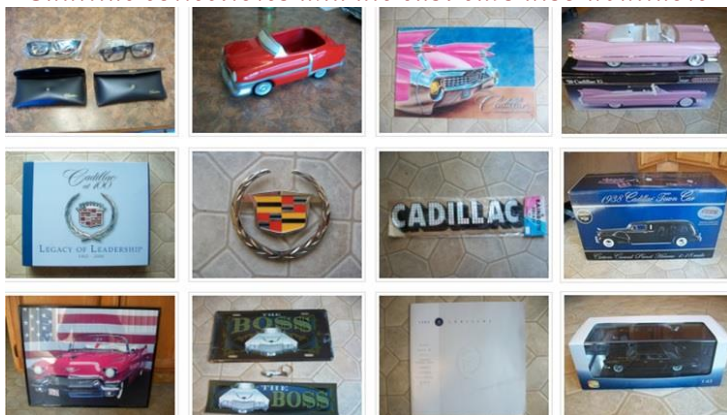
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