



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2020



## DIRECTOR'S MESSAGE BY DAN RUBY

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**CENTRAL PENNSYLVANIA REGION**  
**LIAISON**  
**NEWSLETTER COLUMNIST**  
RICHARD SILLS

We begin another month in so called "lock down" for many of us. With that being said, there is not much to report on activities opening up this month. If you see activities on the Events Listing that are not shown as "cancelled" or "rescheduled," please contact the show's sponsor or contact person before making your plans.

Our next meeting scheduled for Monday, May 18th has been canceled. In its place this month will be a "virtual meeting" for the Region officers. We are all working diligently and discussing the future of our club for the rest of 2020. Hopefully we can schedule a fall dealership show; that's in discussion as I write this. Though we have no control over the states' decisions to open up, we're waiting just as our fellow CLC regions are. I love the idea of the few "virtual car shows" that I've seen on social media and I participated in the one the Valley Forge Region hosted. There were a lot of wonderful automobiles on "virtual" display!



My wife JoJo & I want to thank everybody for the wonderful cards, letters and gifts that have been sent to me as I'm recovering from my fall. Your words of encouragement, thoughts and prayers have been heard and have lifted my spirits. I still have a way to go. Surgery on my left foot is finished.

By the time this newsletter is published, I'll have had the 2nd surgery on my right foot (worst of the two). The doctors are hoping that I'll be on my feet by the end of summer, so in the meantime I'm confined to a wheelchair. I asked for the Eldorado model but got the Coupe deButt model instead. I'm looking forward to the day I can reach out and personally thank each of you for keeping me in your thoughts and prayers. We are all members of this great club that cares about each other and it shows. I hope all is well and stay safe during this pandemic. We'll get through this together!

*Dan Ruby*

PS. I'm wearing the shirt Chuck & Debbie Piel sent to me to match my Eldorado.



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2020



## LETTER TO THE EDITOR



April 2, 2020

Hello Vince,

I have just seen a preview of the excellent reprint of your article on early Baltimore Cadillac dealerships that will be published in the Horseless Carriage Club of America's (HCCA) *Horseless Carriage Gazette* magazine in the May-June issue.

### An Evolution of Baltimore Cadillac Dealerships: 1903-1923

By Vince Talliano

44 *The Gazette* | May-June 2020

Here are my records for 1903 and 1904-05 Cadillacs shipped to the Mar-Del Mobile Co. in Baltimore, MD (see below left). While I have a complete set of records for 1903, I am missing some of the entries for 1904 and especially 1905. My 1904 Cadillac, motor #3739, is from Mar-Del.

The first car shipped to them was on June 12, 1903, well before the mention of the first article found in the September 24, 1903 issue of *The News* from Frederick, MD (see right).

1903 Cadillacs Shipped to Mar-Del Mobile Co. in Baltimore, MD

Motor Number	Model	Month Shipped	Day Shipped	Year	Invoice Number	Front Axle	Rear Axle 2	Body	Color, Body	Tires
570		6	12	1903	326	Weston-Mott	34	D	Black	Fisk
1010		7	8	1903	498	Weston-Mott	34	W	Black	Fisk
1290		8	3	1903	679	Weston-Mott	34	D	Maroon	Hartford
1333		8	3	1903	679	Weston-Mott	34	W	Maroon	Hartford
1358		8	3	1903	679	Weston-Mott	34	W	Maroon	Hartford
1507		8	26	1903	742	Weston-Mott	34	D	Maroon	Fisk
1508		8	26	1903	742	Weston-Mott	34	W	Maroon	Hartford
1669		10	5	1903	884					
1670		10	5	1903	884					
1671		10	5	1903	884					

### The Cadillac Climbs Steps.

Ever since W.B. Hurlburt rode the Cadillac Automobile up the steps of National Capitol at Washington, a great deal of comment has been directed to this capable representative of the horseless machine. The wonderful hill climbing ability of the Cadillac is only matched by its ease of control. Its simplicity of construction is wonderful, and can not be fully understood without personal examination.

The representatives of the Cadillac, Searchmont, Yale and Waverly Automobiles throughout the States of Maryland and Delaware are the Mar-Del-Mobile Company, whose offices are at 1004 Union Trust Building, Baltimore. They are looking for energetic agents all over the territory.



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2020



1904-05 Cadillacs Shipped to Mar Del Mobile Co. in Baltimore, MD

Motor Number	Model	Month shipped	Day Shipped	Year	Invoice Number	Front Axle	Rear Axle2	Body	Color, Body	Tires	Rear Axle	Wheels	Springs	Serial Number	License Number	Sales Order Number	Shipping Order Number
3709	A Tour	6	18	1904		Weston-Mott	38	Wilson	Maroon	Good Clinch	9	WM		3335	12218	1329	
3739	A Tour	6	18	1904		Weston-Mott	38	Flint	Maroon	Good Clinch	9	WM		3337	12220	1332	
3955	A Tour	6	2	1904		Weston-Mott	38			Good Clinch	9	WM		2939		265	3364
4710	B Tour	8	13	1904		American Ball Bearing	41			Good Clinch	10	Imp		3999	14718	1884	
4720	B Tour	8	13	1904		B Tour	41			Good Clinch	10	Imp	Ret from B Toco	3998	14717	1883	
4770	B Tour	7	20	1904		American Ball Bearing	41	DBW	Maroon	Good Clinch	10	Imp		3843		1745	5358
4802	B Tour	8	13	1904		American Ball Bearing	41			Good Clinch	10			4000	14719	1885	
4907	B Tour	8	23	1904		Fed	41				10	Imp		4024	14794	1907	?
5012	F Tour	3	20	1905		American Ball Bearing	45		Green	Dunlop 30x3.5	10	Imp		5751		3377	
5032	F Tour	2	10	1905		American Ball Bearing	31		Green	Dunlop 30x3.5	10	Imp		4412	15135	2467	11946
5216	F Tour	3	29	1905		American Ball Bearing	41			Dunlop 30x3.5	10	Imp		5913		3378	13084
5235	F Tour	3	14	1905		American Ball Bearing	41			Dunlop 30x3.5	10	Imp		5648	15537	3356	
6354	F Tour	5	20	1905		American Ball Bearing	41	DBW	Green	Dunlop 30x3.5	10	Imp		6523	25418	3919	14331

My car was shipped from Detroit to Baltimore on June 18, 1904. Since I have owned it, I have participated in the Annual London to Brighton Veteran Car Run a few times. Here are a couple of pictures from the event.



Professor Howard Hodson  
Cambridgeshire, United Kingdom

**Editor's Note: Special thanks to Tracy Leshar, Editor of the Horseless Carriage Gazette, for re-printing the story, and to Professor Hodson for reaching out with the Mar-Del shipping records for 1903-05 and for sharing pictures and information on his car. One of my goals when researching early Baltimore's Cadillac dealership history was to try to find any surviving Cadillacs from the first dealership. Not only was the Cadillac above located, but check out the second one found from the Mar-Del Mobile Company on page 4.**



# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2020**



**OLDEST SURVIVING CADILLAC FROM BALTIMORE'S MAR-DEL MOBILE COMPANY  
BY VINCE TALIANO  
CONTRIBUTIONS AND PHOTOS BY KATHRYN BASSETT, [THE STAR](#), AND  
DAN VAUGHN, [CONCEPTCARZ](#)**

While working with Editor Tracy Lesher on the re-print of the early Baltimore Cadillac dealerships story for the *Horseless Carriage Gazette*, I continued my research on locating any surviving Cadillac from the Mar-Del Mobile Company. As you just read, thanks to Tracy's distribution of my story, Professor Hodson contacted me about his 1904 Cadillac. Remarkably, a second car was located, a 1903, through a Google search, and it turns out this car also has a connection to Tracy, as well. When I informed her of the car, she told me she knows the owners. What a small world!

My search had led me to Dan Vaughn, who posted pictures of a 1903 Cadillac Model A Tonneau on his [CONCEPTCARZ](#) website. The pictures were taken at The Elegance at Hershey in 2019. In the vehicle description, Dan stated "a total of 2,497 Model A Cadillacs were built in 1903. They had a retail price of \$750, but the optional bolt-on rear-entrance tonneau increased passenger capacity from 2 to 4 while adding an additional \$100 to the bottom line. Power is supplied by a 98 cubic-inch, 6.5-horsepower one-cylinder engine which is mated to a two-speed planetary transmission with chain drive. Top speed was stated to be 31 mph. Its wooden body was supplied to Cadillac by the Wilson Body Co. **This car was originally shipped to the Mar-Del Mobile Co. in Baltimore, Maryland, in August 1903.**" After seeing the pictures and reading the write-up, I contacted Dan, who provided me with the name of the owner, Steven Heald of Sodus, New York.



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# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2020**



With this information, I continued searching Google until I found an article titled "Antique cars vie for Zenith Award." It was written by Kathryn Bassett and published on May 31, 2019 on [THE STAR](#) website. In the article, she featured Steven Heald and his wife, Pamela, and their 1903 Cadillac. Below is an excerpt from the article.

*"Steven Heald and his wife, Pamela, could be found in a building at the Auburn Auction Park Thursday afternoon, meticulously polishing, buffing and detailing their gleaming 1903 Cadillac. The Healds' vehicle is one of just 16 cars that will be competing for an Antique Automobile Club of America (AACA) Zenith Award today as part of the club's Grand National Spring Meet, taking place during the RM Auctions Auburn Spring sale.*

*The prestigious Zenith Award recognizes the best restoration of an automobile from last year, Heald explained. The club conducted eight national meets in 2018, with between 300 and 1,200 cars at each meet. Two cars were selected from each meet to be judged today for the Zenith Award. Judging takes place from 10 a.m. to 5 p.m., with the Zenith Award Ceremony scheduled for 5:30 p.m.*

*The Healds, of Sodus, New York, have owned their 1903 Cadillac for four years. Heald noted that 1903 was the first year for Cadillac production. It is a single-cylinder, 6 1/2 horsepower, four-passenger vehicle with a maroon body and red running gear.*

*Heald explained the vehicles competing for a Zenith Award must, in the eyes of the judges, be exactly as they were when they left the factory. "Every screw, nut, bolt, wire, everything has to be period-correct," Heald added.*



**Steven Heald of Sodus, New York, details his 1903 Cadillac Thursday at the Auburn Auction Park, in preparation for the AACA Zenith Award judging today as part of the Club's Grand National Spring Meet.**



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The Cadillac was selected as a Zenith Award finalist after being shown in Gettysburg. Restoration of the vehicle took place over a three-year period.

The Cadillac is one of seven early cars the Healds own. Heald said he is especially interested in a vehicle's history and the evolution of the car.

Heald said he is involved in the restoration process of his cars, concentrating on historical research and parts-hunting. He also was involved in woodworking and working on the Cadillac's brass features. "Once I have all the components, they get sent to a shop," Heald said. "I can't do the quality that I'm looking for."



**Steven & Pamela Heald on the  
2018 AACA Reliability Tour  
Source: AACA Meets and Tours  
Forum**

After reading the story, I contacted Mr. Heald via information provided by the AACA. Informing him of the research on the early Baltimore Cadillac dealerships that was being re-printed in the *Horseless Carriage Gazette*, he graciously replied and provided me the motor number, 1358, of his car. I cross-checked it with the information from Professor Hodson and found that Steven's car was shipped on August 3, 1903, along with two other cars that day (see below). This information makes it the fifth car shipped to the Mar-Del Mobile Company, and likely the oldest surviving car from that dealership.

My research is now finished! Thanks to everyone who provided assistance along the way including Chuck Piel, Sandy Kemper, Richard Sills, Tracy Leshner, Professor Howard Hodson, Dan Vaughn, Kathryn Bassett and Steven & Pamela Heald.

### 1903 Cadillacs Shipped to Mar-Del Mobile Co. in Baltimore, MD

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1671		10	5	1903	884					



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2020



## CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
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 <a href="mailto:richard.sills@hklaw.com">richard.sills@hklaw.com</a>
May 18 Mon	7:30 pm – 9:30 pm	<b>CANCELED</b> Potomac Region Monthly Meeting	Silver Diner Merrifield VA	Dan Ruby at 301-343-1463 or <a href="mailto:danruby@clcpotomacregion.org">danruby@clcpotomacregion.org</a>
May 27-31 Wed-Sun	Gates open daily at 7 am	<b>NEW DATES</b> Spring Carlisle	Carlisle PA	717-243-7855 or <a href="#">Visit website</a>
June 6 Sat		<b>POSTPONED TO 2021</b> 29th Orphan Car Tour	Burkittsville MD to Bluemont VA	Jon Battle at <a href="mailto:tourdirector@orphancartour.org">tourdirector@orphancartour.org</a> , 540-364-1770 or <a href="#">Visit website</a>
June 9-13 Tue-Sat		<b>CANCELED</b> CLC Grand National Hosted by the Missouri Valley Region	Marriott Kansas City Overland Park KS	<a href="#">Visit website</a>
June 15 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	IHOP Restaurant Rockville MD	Dan Ruby at 301-343-1463 or <a href="mailto:danruby@clcpotomacregion.org">danruby@clcpotomacregion.org</a>
Jun 21 Sun	10:00 am – 3:30 pm	<b>CANCELED</b> 47th Annual Father's Day Antique Car Show	Sully Historic Site Chantilly VA	Jim Gray at 410-353-0381, <a href="mailto:jim.gray.31a@gmail.com">jim.gray.31a@gmail.com</a> or <a href="#">Visit website</a>
Jul 20 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Silver Diner Merrifield VA	Dan Ruby at 301-343-1463 or <a href="mailto:danruby@clcpotomacregion.org">danruby@clcpotomacregion.org</a>
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, <a href="mailto:mrnatale@verizon.net">mrnatale@verizon.net</a> or <a href="#">See flyer</a>
Jul 31- Aug 2 Fri-Sun		Das Awkscht Fescht hosted by the AACA Ontelaunee Region w/Cadillac as featured marque	Macungie Memorial Park Macungie PA	<a href="#">Visit website</a>
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 <a href="mailto:danruby@clcpotomacregion.org">danruby@clcpotomacregion.org</a>
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 <a href="mailto:richard.sills@hklaw.com">richard.sills@hklaw.com</a>
Sep 4-6 Fri-Sun		<b>NEW DATES</b> Greenbrier Concours d'Elegance featuring Cadillac	The Greenbrier White Sulphur Springs WV	<a href="#">Visit website</a>
Sep 24-27 Thu-Sat		<b>POSTPONED TO 2021</b> 11th Annual Cadillac Fall Festival and Concours D'Elegance	Gilmore Car Museum Hickory Corners MI	<a href="#">Visit website</a>
Sep 28 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Capitol Cadillac Greenbelt MD	Dan Ruby at 301-343-1463 or <a href="mailto:danruby@clcpotomacregion.org">danruby@clcpotomacregion.org</a>
Oct 7-10 Wed-Sat	Gates open daily at 7 am	AACA National Eastern Fall Meet	Giant Center Hershey PA	<a href="#">Visit website</a>
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 <a href="#">Visit website</a>
Oct 19 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Silver Diner Merrifield VA	Dan Ruby at 301-343-1463 or <a href="mailto:danruby@clcpotomacregion.org">danruby@clcpotomacregion.org</a>
Nov 16 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	IHOP Restaurant Rockville MD	Dan Ruby at 301-343-1463 or <a href="mailto:danruby@clcpotomacregion.org">danruby@clcpotomacregion.org</a>



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**CLC members receive a 15% discount on all parts purchased directly  
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**Club members receive a 10% discount on all parts when their vehicle  
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# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2020**



**WHEN IN LOS ANGELES – PART 2  
PART 1 WAS PUBLISHED IN THE [MARCH 2019 ISSUE](#)  
BY CHUCK PIEL**

Before the world changed with COVID-19, Debbie and I were able to squeeze in a trip in February back to the LA area – specifically to San Clemente, CA. This gave us an opportunity to visit with two of our dear CLC friends, Rob Leonard and Alan Clark, both of the Southern California Region.

Rob is a volunteer, docent, and “chief acquisition officer” for the Automobile Driving Museum (ADM) in El Segundo, CA ([visit website](#)). We flew in on the Sunday after Valentine’s Day and found out Rob was working that day, so we swung by the museum, which we also visited during a trip last year. The ADM is unique in that not only are visitors able to see the cars, they are also invited to sit in them! On this particular day, they also offered rides in selected cars!

Rob has perhaps the greatest “job” a car lover could have. He gets to buy and sell cars using the museum’s money! He also culls the fleet to provide funding for new areas of the collection and handles museum donations. Several recent donations that Rob showed us included a 1910 BSA Roadster, an open brass-era car from Australia (not to be confused with the BSA motorcycle). This may be the only car like this in the world.

After viewing some other Cadillacs and Packards in the collection, our visit concluded with Rob showing us a 1972 Coupe DeVille that was recently donated – a very nice car that the museum detail shop made even nicer.

The ADM also hosts special events such as weddings, and loans cars out to the movie studios. If you are ever in LA, the American Driving Museum is only minutes from LAX Airport and is a “MUST SEE.”

We also contacted our good friend and Potomac Region alumnus Alan Clark of Newport Beach, CA. Alan lent us his 1967 Persian Ivory DeVille Convertible for the 2018 CLC National Driving Tour of the California Gold Coast – one of the most fun events we’ve had in this hobby. Alan may also be familiar to many as the official show car photographer at many of our Grand Nationals.

Besides the ‘67, Alan also owns a custom ‘72 Cadillac Station Wagon that is undergoing restoration. He is also “custodian” of a 1969 Camaro Z11 Pace Car and several interesting late ‘70’s Firebirds. Alan suffered what many of us do, a chronic shortage of storage space for our beloved vehicles, so he went out last summer and bought a building in Orange County.



**Debbie Piel with Rob Leonard and the Museum’s newly acquired ‘72 Coupe DeVille**





# Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2020



**Alan Clark with Debbie Piel and his very treasured '78 Firebird Formula**

On Tuesday, we met Alan at his warehouse for a tour. It's a 5,000 square foot facility that he bought and partially remodeled last summer. The work-in-progress has more than enough space for his cars and renting out the excess will provide a small subsidy to his old car hobby. So if you want to store a car in SoCal, he's got room for you!

On the day we visited, three of five cars in Alan's collection was parked inside, starting with "our" west coast car (his '67 DVC). The other two cars were late '70s Pontiac Firebirds, one of which looked very familiar. James Garner drove nearly identical 1974-78 Firebirds through the entire TV series run of *The Rockford Files*.

Alan is a very meticulous person. On an entrance wall of his building he has a montage of portrait photos of a historical "who's who" of General Motors management and styling. To gain entry, I had to name the people in the photos. I think I did pretty well, but to make sure, Alan gave me a diagram of the photos and a legend of who they were and their contribution to GM. If you are fortunate to visit Alan's place, you better bone up on your GM history!



Source: *Los Angeles Times*' GM's history of CEOs

We had a very pleasant dinner together and vowed to try to get together at the 2020 National Driving Tour in Oregon in August. The great thing about the CLC is the many friends we have all over the country (and the world). We look forward to our next trip when COVID-19 is over.



# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2020**



2017 CLC  
Grand National

Photo by  
AC Fuhrman,  
AACA Forum

## **1977 CADILLAC SEVILLE 'PARAKEET' BY AACA MUSEUM'S BEHIND THE WHEEL COLLECTION CHRONICLES SERIES**

Cadillac is an American classic. The luxury brand traces its roots back to 1902 and has served as a division of General Motors since 1909. Cadillac earned the moniker "Standard of the World" due to a focus on quality and precision. With a career in television and entertainment spanning decades, Betty White is also an American icon. It is no surprise that the two have a history together.

Cadillac debuted the Seville in mid-1975 as a 1976 model. The name Seville was previously used by Cadillac to denote an Eldorado hardtop from 1956 through 1960. In an era of big boulevard cruisers, it was a radical departure for the luxury manufacturer. Designed to compete with contemporary European luxury sedans, the Seville was noticeably smaller. The smaller profile delivered sportier handling and better fuel economy than its predecessors and many contemporaries.

Cadillac marked its 75th Anniversary in 1977 by establishing a new record, selling 358,487 cars. Betty White's husband, TV game show host, Allen Ludden, contributed to that number when he ordered this Seville in a beautiful pastel color, Seamist Green, as a gift for his wife. Sevilles came standard with fuel injection and four-wheel disc brakes. This example still retains its aftermarket floor-mounted AT&T mobile phone.



Photos by the AACA Museum

White affectionately named her beloved Seville "Parakeet." In 2002, she donated the car to the Humane Society for a charity auction. It spent several years as a collector car before its donation to the AACA Museum in Hershey, PA by Nicholas Ferrantino of Houston, TX. The vehicle is currently "adopted" by the Potomac Region, Cadillac & LaSalle Club.

The Museum has nearly 200 vehicles in its world-class collection, and all acquired as donations. Adopting a car helps us preserve and maintain our collection. Clubs or individuals passionate or dedicated to a particular marque of an automobile can show support by adopting a car. [Click here](http://www.clcpotomacregion.org) for more Adopt-A-Car information.



# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2020**



## **CADILLAC DEALERSHIP DIORAMAS BY WESLEY COCHRANE**

In the 1950s, I started collecting promotional model cars when they could be purchased at dealerships for \$1.00. Over the years, I kept adding to my 1/25th & 1/24th scale model-car collection. About 10 years ago, I decided to build a dealership diorama as a unique way to enhance exhibiting those cars. Then I wondered if anyone else would be interested in my dealerships, so I listed a few for sale on eBay. Much to my surprise, that effort resulted in many compliments and a few sales.

Most of my dealerships are designed from my memory or photographs of dealerships from the 1950s, but I have recently added modern showrooms for those who collect late-model cars. Previously, I built dealerships with showrooms and service departments, but those are difficult to sell and pack and ship, so I switched to just showrooms.

The dioramas sit on an acrylic base measuring approximately 24" x 12". Below is my "bookshelf" design because it fits on many bookshelf units. Its height is typically 10" or less. A wood frame is attached to the acrylic base, while the exterior walls and roof are Gatorboard and the windows and doors are Plexiglass. The roof easily lifts off to allow access to the diorama. An easy on/off switch controls the inside LED lights that plug into a standard 110v outlet. These lights are bright, but produce virtually no damaging heat.

Here are a few select photos of dealerships I've built (see more of my work on [eBay](https://www.ebay.com)). For more information, feel free to contact me at [wescochrane@frontier.com](mailto:wescochrane@frontier.com).



**Famous Hillcrest Motors in Beverly Hills, CA (photo source: Bray Architects) and Mr. Cochrane's diorama**

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# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2020**



**CADILLAC ODYSSEY  
BY CHRIS CUMMINGS**


**PHOTOS COURTESY OF DAVID BLAKE, CHRIS CUMMINGS AND JAROSLAV KONIČEK**

On May 9, 1930, a new Cadillac V-16, Series 4335 convertible coupe with engine number 701081 was purchased. Series 4335 was the more conservative of the two convertible coupe styles offered in the V-16 line for 1930 and 1931. The windshield was nearly upright, with two panes that joined at the center and angled rearward in a gentle "V" shape, viewed from above. When raised, the convertible top was a bit more squared off than that of the sportier Series 4235 cars, and when lowered, the frame and folded material formed a significant, if orderly, stack around the rim of the passenger compartment.



**SIXTEEN CYLINDERS**

The Cadillac sixteen-cylinder engine goes far beyond the contemporary conception of brilliant performance. It multiplies power and subdivides it into a continuous flow . . . constantly at full-volume efficiency . . . flexible . . . instantly responsive. This, plus complete individuality in styling, is—in brief—the story of the "V-16"

  
CADILLAC MOTOR CAR COMPANY DIVISION OF GENERAL MOTORS

This particular Series 4335 car was finished in Stygian Blue and Tokio Ivory. The rear deck, body moldings, chassis and fenders were blue, while the body sides, door panels, wheels, cowl, and hood were ivory. The pin-striping on the body and fenders used the same blue and ivory hues. The upholstery was leather and Burbank cloth covered the top. The only optional equipment ordered from the factory was wire wheels (in place of the standard wooden wheels) and two fender-mounted spare tires (instead of the standard single, rear-mounted spare).

The car was sold new by the Don Lee dealership in San Francisco, though no record exists of the name of the original owner. During the course of the 1930s, the car travelled 19,000 miles, but no one around today knows how that happened or what adventures the big Cadillac experienced.



# **Cadillac & LaSalle Club**

## **Potomac Region**

### **Caddie Chronicle**

#### **May 2020**



In 1941, a gentleman in Oakland, California took title to the convertible coupe and kept it into the 1960s. Somewhere toward the end of that tenure, the car was set upon by vandals while it was parked next to the owner's cabin on a wooded hilltop in the Oakland area. The vandals stripped what they could from the car (instruments, engine parts, wheels, doors, hood and radiator), and tossed the cabin's furnishings over a nearby cliff. What was left of car and cabin kept a lonely vigil while the owner avoided them and the painful disappointment of his loss.

In 1964, the fellow was walking down a road near Brookdale, when Cadillac collector Russell Lloyd stopped and offered him a lift. The men's conversation turned to old cars and the passenger announced that he had a 1930 Cadillac V-16 convertible coupe in Oakland. He described how to find the car, and Mr. Lloyd located it with some difficulty and took some photographs. He returned to the owner and purchased the car, receiving the 1941 title and a bill of sale.

In the early '60s, the big classics of the 1930s were starting to be appreciated, but they had not begun the meteoric price rise that subsequent decades would witness. It was still possible to locate parts in some salvage yards and from other enthusiasts for manageable amounts of money. And materials and labor for painting, plating and upholstery were much less expensive then. Nevertheless, Russell Lloyd felt that this particular classic convertible had too many missing parts and would be too difficult for him to restore on his own.



So Mr. Lloyd approached fellow California Cadillac enthusiast Paul Schinnerer of Long Beach (pictured left standing with G. Thatcher Darwin), and asked him if he would be interested in buying the somewhat incomplete 1930 Cadillac convertible coupe. Paul is (and was already then) no stranger to Cadillac V-16s and the details of their construction and function. He had started around 1950 with an all-weather phaeton that his brother Al had rescued from a farmer's field

where it had languished after having been rolled. Paul literally learned by doing, restoring that car over a period of years to like-new condition. Looking over the photos of the convertible coupe that Russell Lloyd showed him, he concluded that the only potentially serious unknown was the condition of the structural wood pieces, since he knew that the car had been sitting outside for a considerable length of time.

In spite of having just purchased a house, on May 30, 1964 Paul bought the car for \$275 and promptly had the title transferred to his name. He had accumulated a variety of V-16 parts (including wheels and instruments) and knew where he could get additional parts from a Series 4380 all-weather phaeton to fill in some of the missing items on the car he'd just bought. He checked with the owner of a complete Series 4335 car and confirmed that the front doors from an all-weather phaeton would fit as replacements for the missing doors he needed for his convertible coupe (although the hinges are different – the all-weather phaeton door has two "barrel" hinges, while the door for the convertible coupe uses three butt hinges.) Norm Taunton in Galt, California was enlisted to locate Paul's newly-acquired car, and the all-weather phaeton parts.



# **Cadillac & LaSalle Club**

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#### **May 2020**



Norm took Paul to the derelict gas station in a village north of Oakland in search of the all-weather phaeton parts. Many old Cadillac parts were lying around, but the place was locked and there was a prominent "NO TRESPASSING" sign. The two men adjourned to a bar across the street and asked after the owner of the gas station. Informed that he was likely at home, they drove back a few miles to the man's house and rang the bell. A man in his sixties answered the door and chatted with Norm in a thick accent. Norm told him they were interested in the Cadillac parts, and the trio drove back to the old gas station. In, around and underneath the building, they examined a trove of parts that included rust-free fenders and doors, a complete hood, top frame, a set of headlights, rear axle gears, and four nineteen-inch wheels. Paul agreed on a price and shook hands with the gas station owner, promising to pick up the parts in a few weeks.

Continuing on to Oakland, Paul and Norm set about locating the V-16 convertible coupe. They had some difficulty reaching the location, even with the map that Russell Lloyd had drawn. When they arrived at the old shack and searched through the trees and bushes, an old seat cushion was the only trace of a car they could find. Inquiring at a nearby (occupied) cabin, the lady inside told them that someone had removed the car a couple of weeks earlier.

Returning home, Paul called Russell Lloyd, and neither he nor the man who sold the car to Russell could shed any light on its disappearance. Nor could the local police provide any information or resolve the matter. Several months later, when Paul had nearly lost hope, a fellow Cadillac enthusiast called to say he knew who had the car, and a second source chimed in the next day. Armed with the young man's name and address (still in the Oakland area), Paul flew to San Francisco and met with Norm to work out a plan. The two men had some difficulty locating the address, but with the help of a neighbor, they found it. The V-16 was there, but it had been taken apart.

The man who answered the door said that his son was restoring the Cadillac, which he had thought was abandoned. Paul showed him the title, and he readily agreed that Paul should take the car. Stepping outside, Paul examined for the first time the V-16 convertible coupe he had purchased, lost, and then found again.

The fenders had little rust and were straight. The rumble seat lid, golf bag doors, and two good running boards were present. The frame had been stripped bare and was ready to be cleaned and painted. The front suspension parts and the rear axle and springs were lying near the disassembled engine. The engine number on the crankcase matched the number on Paul's title. The next hurdle would be getting all of this material back home to Long Beach.

Back home, Paul was contemplating the expense of renting a suitable truck and hauling the parts back to his home. Then Norm called and offered the use of the truck he used in his lumber business. Paul offered to pay for Norm's trouble and expense, and they arranged a day to go to Oakland. The day before, Norm called to say he'd already loaded the car and would be picking up the extra all-weather phaeton parts the next morning.



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The neighborhood was agog when Norm's big Mack diesel truck pulled up loaded with old car parts. After several hours of heavy lifting and creative unloading techniques, Paul's entire back yard was covered with almost enough parts to assemble two cars. He said it was a beautiful sight. He had the car. He had the parts he needed. And the all-weather phaeton doors fit the convertible coupe body perfectly.

As it happened, Paul didn't complete the restoration of the convertible coupe with engine number 701081. He sold it in 1966 to a fellow named Roger May in Arizona, and it was subsequently acquired by Bob Blake of Phoenix. Bob was a collector of performance cars of all types and vintages. He was an admirer of any car with an exotic engine built to perform. In the early 1950s, he and a friend had bought a home-built hot rod built around a 1932 Cadillac V-16 engine. Bob had been restoring that hot rod with his son Dave when he passed away in 2004.

The 1930 Series 4335 convertible coupe joined several other Cadillac V-16s that Bob Blake owned, including a rumble seat coupe (Series 4376), a five-passenger limousine (Series 4330), a five-passenger closed coupe (Series 4381) and another Series 4335 convertible coupe that was a good deal more complete and unmolested. The convertible coupe that we are concerned with (formerly owned by Paul Schinnerer) spent most of the ensuing years in storage, waiting its turn for attention and refurbishment.



**This is how the convertible coupe looked at the time David Blake sold it to a gentleman from the Czech Republic. Most of the chassis, body and drivetrain are there, and the major body parts are straight and solid. But many parts have yet to be acquired and attached.**



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About ten years after Bob Blake’s death, his son offered both of the Series 4335 convertible coupes for sale as a package deal. The photos taken at that time show one car still wearing most of its original paint and upholstery, and even traces of its convertible top, looking like a well-worn used car and capable of being driven (as was proven by a YouTube video of a test run through the Phoenix neighborhood around Dave Blake’s business, Blake Machine Company). By contrast, the car Paul Schinnerer once tracked down and owned was in need of a lot of assistance. There was a very straight, rust-free, and pretty complete body and drive train. But a good many “little parts” were missing – some engine accessories and fittings, instruments, gear shift mechanism, spare tires, body trim pieces, as well as the entire interior and convertible top. A good foundation was there for a restoration project, but a lot of work would need to be done.

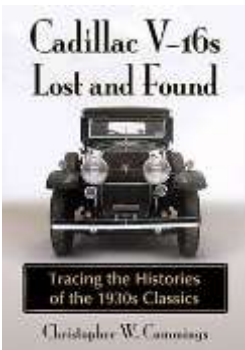


**In short order this car was transformed from a rough project car into a potential show winner, needing only minor finishing touches to bring it back to the eye-catching blue and ivory masterpiece that left the factory.**

In 2014, the cars were purchased, and each went to a collector in the Czech Republic. It is pleasing to report that the blue and ivory car that left the Cadillac factory with engine number 701081 is being treated to a worthy restoration, and will one day return to its original dignified beauty. At this writing it is reported that the engine is once again running.



**Sixteen pistons!**



***Editor’s Note: Thanks to Chris for sharing a story from his new book, More Cadillac V-16s Lost and Found: 67 New Histories. The release date is pending. His first book in this series, Cadillac V-16s Lost and Found, is available at [McFarland Books](http://McFarland Books).***





# Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2020



**INSIDE THE GM PLANT MAKING CORONAVIRUS FACE MASKS**  
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**General Motors workers at its face mask production at a plant in Warren, Michigan works on a machine at the beginning of the process that ultrasonically welds three layers of material into one, crimps the front of the masks and inserts the metal line, or nose wire, in the mask.**



**General Motors is beginning to produce N95 masks at a former transmission plant outside Detroit. The manikin head is being used to test the fit of the masks prior to distribution.**

WARREN, Mich. – There’s loud humming and sounds of soft metal stamping as you walk into a bright white area of a decades-old transmission plant owned by General Motors just outside of Detroit. But the sounds, almost white noise, aren’t of auto parts being produced, they’re large reels of fabric running through machines and employees using laser welders to make medical face masks.

In less than a week, GM converted 31,000 square feet of the 2.7 million-square-foot plant, which was decommissioned last year, from producing transmissions to the personal protection equipment for first responders and health care workers on the frontlines of combating the coronavirus pandemic.

“I never thought I’d be a mask maker but there’s a lot of stuff we’re doing that we’d never thought we’d do,” Robert Portugaise, a lead GM production engineer, said Thursday standing in the middle of the operations. “We continue to work and try to make improvements.”

GM initially aimed to make 20,000 masks in the first days of production, which started April 6. It quickly doubled that number and, as of Wednesday, had produced more than 620,000 masks. A second shift also was added this week to assist in producing masks, include some for GM employees in preparation of auto production eventually reopening.

Engineers on Thursday afternoon also were preparing a new production line to begin making much-needed N95 masks, which still need to be tested and certified. “There’s quite a bit to it. N95 masks are a little bit more complicated,” Portugaise said, adding there’s more welding, fabric layers and a folding process that needs to be done. “We’re still in the debug phase.”



# **Cadillac & LaSalle Club** **Potomac Region** **Caddie Chronicle** **May 2020**



Once fully operational, the machine should be able to produce 12,000 masks a day, according to Portugaise, whose day job is executive director of manufacturing engineering for propulsion systems at GM.

## **'They're inspired'**

Making medical-grade level 1 face masks isn't as simple as it may seem. It's particularly challenging to do in a week, which the automaker did. More than 30 engineers, designers, buyers and members of the manufacturing team were asked to help with product development, sourcing materials and equipment as well as planning the production process.

The needed materials included metal nose pieces, elastic straps and blown, non-woven fabric filter material. Simultaneously, GM collaborated with Michigan-based companies JR Automation and Esys Automation to design and build the custom machinery needed to assemble the masks.

For the project, the team also built an ISO Class 8-equivalent cleanroom at the plant. The team cleared the area and crews then installed new electrical service lines to power the production equipment and assembly stations, according to GM.

"The team out there, they're inspired in how they're engineering and how they're engaging with the work teams out there to increase production, and ramp-up, and scale up, and install," Gerald Johnson, GM executive vice president of global manufacturing, said in an interview at the facility Thursday afternoon.

The mask production is being done by paid volunteers, including hourly workers with the United Auto Workers union as well as salaried employees, in two 10-hour shifts a day.

Some of the process uses repurposed materials and machines that the automaker utilizes in auto production, including the material from an insulation supplier, a line-feeding and cutting machine and scanners used for quality control.

## **Making the masks**

The face mask production process begins with the thin material on large spools being fed into a machine that welds three layers of the product into one; crimps the front of the masks; and inserts its metal line, or nose wire. The machine then cuts the fabric and spits the masks out faster than an ATM machine dispensing bills.



**In less than a week, GM converted 31,000 square feet of the 2.7 million-square-foot plant, which was decommissioned last year, from producing transmissions to face masks for first responders and health care workers on the frontlines of combating the coronavirus pandemic.**



# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2020**



**Face masks are cut by a machine and spit out faster than an ATM machine dispensing bills. The machine ultrasonic welds three layers of the material into one, crimps the front of the masks and inserts the metal line, or nose wire, in the mask.**



**Once sterilized, 10 masks are placed in a bagging machine that also puts instructions and precautions with GM's logo on the bags for shipping.**

A worker at the end of the line does a quick product check, followed by a more in-depth inspection at another workstation. At full speed, the machine can produce 40,000 per shift, according to Portugaise.

From there, the masks are lined in small plastic bins and workers laser weld the ear loops onto the masks, which is one of the most labor-intensive parts of the process.

Currently, employees have to spot weld all four corners individually by hitting a foot pedal on the floor, somewhat like a sewing machine operates. A light indicates when each weld is done. Soon, the company hopes to be able to do two welds at once with new machines that are still being tested.

To encourage employees to work quickly, each person receives a metal cog for every 100 masks they complete on a shift. Portugaise said the double welding machines should significantly increase welding production. Some workers can produce as many as 300 masks in one hour, he said.

There's another quality check for each batch of 100 masks, which are then stored in sterilization boxes or rooms. Two of the sterilization units were donated by the Philadelphia Flyers and an equipment manager for the Detroit Red Wings. The machines are typically used to sterilize equipment in hockey.

The face mask production is one of the efforts GM has committed to during the coronavirus pandemic, which has shut down its U.S. manufacturing operations since mid-March. GM is manufacturing other personal protective equipment, including latex-free face shields, protective gowns and aerosol boxes. It's also producing critical care ventilators, in partnership with Washington-based Ventec Life Systems at a plant in Kokomo, Indiana. The automaker expects to produce about 600 ventilators by the end of this week, according to GM's Johnson. He said the company is on track to deliver 30,000 ventilators for the national stockpile by the end of August. "There's a mixed emotion. Obviously, no one's happy about the Covid-19 virus and many lives are being affected by it and we are concerned about everybody's health and well-being," Johnson said. "Similarly though, I am extremely proud of what I see the teams pull together here in amazing timeframes ... That's been inspiring."



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2020



## CADDIE CLASSIFIEDS

### Cars For Sale



**NEW ARRIVAL 1929 LaSalle 328 4-Door Phaeton** – Stock #C3277 – 56,639 miles – VIN#407340 – 328 C.I. V8 w/3 speed manual transmission – Calais Blue/Galahad Gray w/black leather interior – Recipient of several AACA awards from Hershey gatherings – Invited to the 2009 Newport Concours d'Elegance in Rhode Island – Steering and brakes are tight and responsive – Starts with ease and idles perfectly – Dual side-mounted spares with rearview mirrors – Wind wings – Rear-mounted trunk – Trippe Safety forward Speedlights – Carpeted interior – [See pictures](#) – **Offered at \$79,900** – For more info, contact Jon Faust at 800-957-5707 or [info@stlouiscarmuseum.com](mailto:info@stlouiscarmuseum.com) – Car is located in St. Louis, MO



**NEW ARRIVAL 1933 Cadillac V12 370C Town Sedan** – Stock #3556 – 27 miles – VIN#4000494 – 368 C.I. V12 w/3 speed manual transmission – Black w/brown cloth interior – Brilliant restoration achieving 99.75 points of 100 at the 2013 CCCA Spring Grand Classic in Mt. Dora, FL – Completely restored in frame-off fashion to factory build sheet specifications – 2-Time AACA National First Prize Award winner – Represents one of only 172 Cadillac V12 Town Sedans produced in 1933 – Remarkable physical & mechanical condition – Superbly executed interior refurbishment that must be seen to appreciate – [See pictures](#) – **Offered at \$89,900** – For more info, contact Jon Faust at 800-957-5707 or [info@stlouiscarmuseum.com](mailto:info@stlouiscarmuseum.com) – Car is located in St. Louis, MO



**NEW ARRIVAL 1941 Series 61 Woodie 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](mailto:info@stlouiscarmuseum.com) – Car is located in St. Louis, MO



**NEW ARRIVAL 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](mailto:info@stlouiscarmuseum.com) – Car is located in St. Louis, MO



**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](mailto:danieljobe@ecapitol.com) – Car is located in Greenbelt, MD



**NEW ARRIVAL 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](#) – **Offered at \$79,900** – For more info, contact Jon Faust at 800-957-5707 or [info@stlouiscarmuseum.com](mailto:info@stlouiscarmuseum.com) – Car is located in St. Louis, MO



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2020



**NEW ARRIVAL 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](mailto:info@stlouiscarmuseum.com) – Car is located in St. Louis, MO



**NEW ARRIVAL 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](#) – **Asking \$160,000 or best offer** – For more info, contact John Riddick at 301-807-8176 or [jeriddick@gmail.com](mailto:jeriddick@gmail.com) – Car is located in Dunkirk, MD



**NEW ARRIVAL 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](mailto:info@stlouiscarmuseum.com) – Car is located in St. Louis, MO



**NEW ARRIVAL 1958 Series 62 Convertible Coupe** – Stock #S3530 – 34,763 miles – VIN#58F080255 – 365 C.I. V8 w/automatic transmission – Black w/red and white interior – Represents one of only 7,825 Convertible Coupes built in 1958 – All number's matching- Factory color combination – Last owned by MLB Hall of Fame pitcher Trevor Hoffman – [See pictures](#) – **Offered at \$84,900** – For more info, contact Jon Faust at 800-957-5707 or [info@stlouiscarmuseum.com](mailto:info@stlouiscarmuseum.com) – Car is located in St. Louis, MO



**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](mailto:danieljobe@ecapitol.com) – Car is located in Greenbelt, MD



**NEW ARRIVAL 1965 Fleetwood** – 50,000 original miles – Engine completely professionally rebuilt with only 200 miles – Runs very smooth – Needs paint and some upholstery work – Body tight with no rot or fiber – Great tires – Pleasure to drive – Original owner's manual and service records – [See pictures](#) – Asking only \$4,000 – For more information, contact Matt Weider at 703-463-7859 or [weider@att.net](mailto:weider@att.net) – Car is located in Chantilly, VA



**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](mailto: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](mailto:Lawsuites123@gmail.com) – Car is located in Sarasota, FL



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2020



### Automobilia For Sale



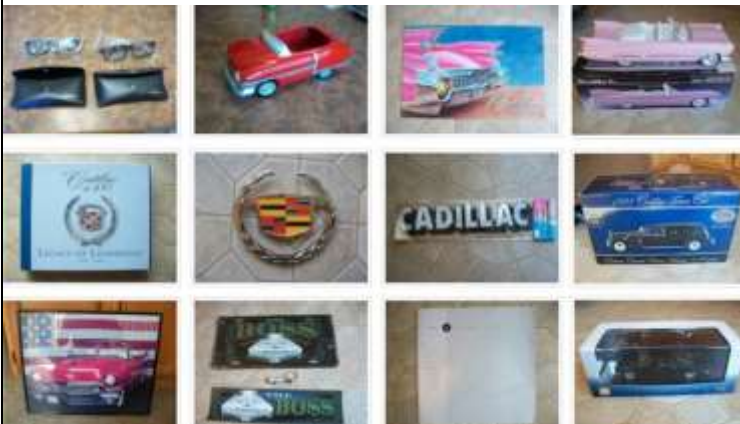
**NEW ARRIVAL 1956 Coupe Deville Desk** – Stock #30694 – Mandan Red w/black trim – One-of-a-kind, and custom Cadillac front end office desk – Well constructed – Would make for an outstanding statement piece for any office or work station – All-steel desk features six pull out drawers and two extendable writing surfaces that slide from above each set of drawers, along with a large center drawer to maximize storage space – Measures 74" long, 78" wide and 36" tall at the front, and 30.5" tall at the desk surface – Surface of the desktop itself is 66" wide by 30.5" deep – Working headlights and parking lights below the bumper – [See pictures](#) – Offered at **\$10,900** – For more info, contact Jon Faust at 800-957-5707 or [info@stlouiscarmuseum.com](mailto:info@stlouiscarmuseum.com) – Desk is located in St. Louis, MO

### 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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# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2020**



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Chuck Piel	Assistant Regional Director Central VA Region Liaison Newsletter Columnist	240-888-5115	<a href="mailto:chuckpiel@clcpotomacregion.org">chuckpiel@clcpotomacregion.org</a>
Bill Hilliard	Treasurer	301-622-3651	<a href="mailto:billhilliard@clcpotomacregion.org">billhilliard@clcpotomacregion.org</a>
Sandy Kemper	Secretary Associate Newsletter Editor	301-585-0897	<a href="mailto:sandykemper@clcpotomacregion.org">sandykemper@clcpotomacregion.org</a>
Scot Minesinger	Activities Director	703-283-2021	<a href="mailto:scotminesinger@clcpotomacregion.org">scotminesinger@clcpotomacregion.org</a>
Lynn Gardner	Car Show Coordinator Newsletter Columnist Valley Forge Region Liaison	703-303-7310	<a href="mailto:lynngardner@clcpotomacregion.org">lynngardner@clcpotomacregion.org</a>
Franklin Gage	Membership Director	703-869-8434	<a href="mailto:franklingage@clcpotomacregion.org">franklingage@clcpotomacregion.org</a>
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