



Cadillac & LaSalle Club Potomac Region Caddie Chronicle September 2019



DIRECTOR'S MESSAGE BY DAN RUBY

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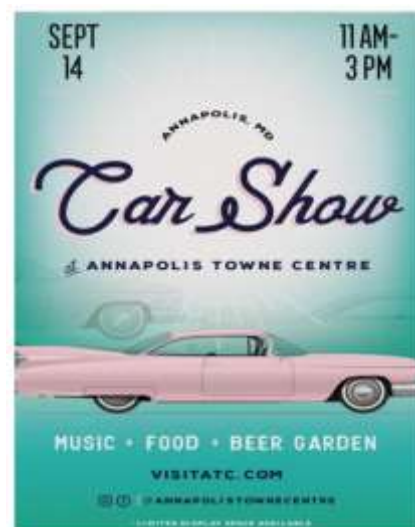
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CAR SHOW MASTER OF CEREMONIES
CENTRAL PENNSYLVANIA REGION
LIAISON
NEWSLETTER COLUMNIST
RICHARD SILLS

Some great events were recently held, including our annual picnic in beautiful Southern Maryland. Over 50 members and guests were in attendance. The weather, food and cars on-display were spectacular! A huge thank you to those that participated! See pictures from the picnic on page 16.

Summer is winding down, but there are more great events on the schedule. A new car show at the Annapolis Towne Centre will take place on Saturday, September 14. Region member Marc Tuwiner is helping to coordinate and DJ Mike will be on-hand spinning the records. All members are encouraged to attend. [Visit the Annapolis Town Centre's website](#) for more information. Then a week later, the Annual Edgar Rohr Car Show will be held in Manassas, VA. Contact Randy Edison and/or Scott Patton if you plan to attend, as dedicated space for the Cadillacs and LaSalles to park together may be available if there is enough participation.



Two events will be held this month at Capitol Cadillac: first will be our monthly meeting on Tuesday, September 17 and then our Third Annual Cars & Coffee on Saturday, September 28 (see calendar of events for more info). This is a great opportunity to see the new Cadillac models. [Visit Capitol Cadillac's website](#) to view the inventory. Fall is a busy time for car enthusiasts in our area, so check our calendar of events on page 2 for more events.

We have been successfully helping members sell their vehicles thru referrals, online ads and/or newsletter classifieds these past few months (see page 18). Feel free to let us know if you are planning to sell your vehicle or related items.

I am looking forward to being out and about in the coming weeks with fellow members. "Drive'em don't hide'em!"

Dan Ruby



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CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Sep 8 Sun	8:30 am – 3:00 pm	Fall Car Show Hosted by the Royal GTOs and Pontiac	American Legion Post 223 Sykesville MD	Bill Sandusky at 301-801-7519
Sep 8 Sun	9:00 am – 2:00 pm	50th Annual AACA Sugarloaf Mountain Region's Autumn Car Show	Urbana Volunteer Fire Department Grounds Urbana MD	Jack Gallagher at 301-674-5431 or smraaca@aol.com
Sep 12-26 Thu-Thu		5th Annual Historical Vehicle Association Cars at the Capital	The Mall Washington DC	Visit website
Sep 14 Sat	9:00 am – 3:00 pm	23rd Annual CLC Hampton Roads Region Car Show	Suttle Motors Newport News VA	James Gregg at 757-489-8968 or http://hamptonroadsvacilc.org/
Sep 14 Sat	11:00 am – 3:00 pm	Car Show	Annapolis Towne Center Annapolis MD	Marc Tuwiner at 301-672-1000 or marct1000@yahoo.com
Sep 17 Tue	7:30 pm – 9:00 pm	Potomac Region Monthly Meeting	Capitol Cadillac Greenbelt MD	Dan Ruby at 301-343-1463 or danruby@clcpotomacregion.org
Sep 21 Sat	10:00 am – 3:00 pm	44th Edgar Rohr Memorial Antique Car Meet	Manassas Museum Manassas VA	Darryll Baker at 571-294-7853 or terraplane@verizon.net
Sep 22 Sun	9:00 am – 3:00 pm	CLC Valley Forge Region Car Show	Peddler's Village Lahaska PA	John Wood at renopa@verizon.net or 267-939-5925
Sep 28 Sat	8:00 am – 11:00 am	3rd Annual Cars & Coffee	Capitol Cadillac Greenbelt MD	Dan Ruby at 301-343-1463 or danruby@clcpotomacregion.org
Oct 2-6 Wed-Sun	Gates open daily at 7 am	Fall Carlisle	Carlisle PA	717-243-7855 or www.carsatcarlisle.com
Oct 5 Sat	10:00 am – 3:30 pm	10th Annual Auto Rama	Indian Creek Yacht and Country Club Kilmarnock VA	Steve Lowe at 804-350-6691, shlowe@hughes.net or Jack Ashburn at 804-435-6171, jbashburn@verizon.net
Oct 9-12 Wed-Sat	Gates open daily at 7 am	AACA National Eastern Fall Meet	Giant Center Hershey PA	www.hersheyaaca.org
Oct 12 Sat	9:00 am – 3:00 pm	13th Annual Potomac Day Classic Car Show	Falls Rd and River Rd Potomac MD	Jennifer at Jennifer@potomacpizza.com or 301-299-2170
Oct 19 Sat	8:30 am – 3:30 pm	City of Rockville Antique and Classic Car Show	Rockville Civic Center Rockville MD	240-314-5022 or Visit Website
Oct 21 Mon	7:30 pm – 9:00 pm	Potomac Region Monthly Meeting	Silver Diner Merrifield VA	Dan Ruby at 301-343-1463 or danruby@clcpotomacregion.org
Oct 22-26 Tue-Sat		CLC National Driving Tour Hosted by the Valley Forge Region	Wyndham Gettysburg PA	Visit Website
Nov 18 Mon	7:30 pm – 9:00 pm	Potomac Region Monthly Meeting	IHOP Restaurant Rockville MD	Dan Ruby at 301-343-1463 or danruby@clcpotomacregion.org



Congratulations to Bill Harrison who won Best Cadillac at the All-GM Car Show at Montgomery College Rockville, and also the Commander's Choice at the American Legion Post 60 Car Show for his 1959 Series 62 Sedan "Flat Top."



Congratulations to Jim Govoni on his recent purchase of a 1941 Series 63 Sedan with 40k miles from Wisconsin. We look forward to seeing them at a future event.

Visit us on the web!
www.clcpotomacregion.org



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3rd Annual Cars & Coffee at Capitol Cadillac

**Saturday, September 28, 2019
Hours: 8:00 am – 11:00 am**

**Capitol Cadillac
6500 Capitol Drive
Greenbelt, MD 20770
Phone: 301-441-9600
www.ecapitol.com**

The CLC Potomac Region and Capitol Cadillac are pleased to announce their **3rd Annual Cars & Coffee!**

This **Cars & Coffee** event is a "cruise-in" type event, not a car show. There will not be any judging or awards. It will be just cars, coffee and conversation. Also, unlike our car shows which are held on Sundays when the dealership is closed, **Cars & Coffee** is held on a Saturday, which is regular business day for Capitol Cadillac. So the Sales, Service, and Parts Departments will be open. And the showroom will be filled with Cadillac's newest offerings.



Please RSVP to Dan Ruby if you plan to attend to help us plan parking space and coffee & donuts needed. At this time, the front row of spaces in the dealership's parking lot will be available for the **Cars & Coffee** cars, but additional space will be available as needed. We will have a few Region members on hand to help with parking.

Come at any time after 8:00 am and leave at any time before 11:00ish am to enjoy the cars, coffee and conversation. We are looking forward to a fun morning of **Cars & Coffee** at Capitol Cadillac!

Cars & Coffee Guidelines

- **Dealership is open:** Capitol Cadillac will be open to its customers. Please be respectful.
- **Rain or Shine:** The Cars & Coffee will take place rain or shine.
- **Safety:** If a vehicle has fluid drips or leaks, the owner must bring absorbent material or drip pans to avoid slippery conditions and to protect the parking lot. **The Potomac Region reserves the right to prevent any cars with excessive fluid leaks from entering the parking lot.** It is recommended that a working fire extinguisher be in every vehicle.
- **Parking Rules:** The Potomac Region reserves the right to determine each vehicle's placement in the parking lot. **There will be no parking on the grassy areas or areas reserved for the dealership's and its customers' cars.**

Visit us on the web!
www.clcpotomacregion.org



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**MIKE SENIA, CADILLAC DRAG RACER
STORY BY JOSH PINHO
PICTURES BY RYAN SENIA**

In recent years, Cadillac has found a tremendous amount of success in racing. In the International Motor Sports Association (IMSA) Prototype class, a Cadillac has won 14 of the 23 races that featured at least one of their DPi-V.R race cars, including multiple wins at the 24 Hours of Daytona. The DPi-V.R has been piloted by several notable drivers including NASCAR Champion Jeff Gordon and Formula 1 Champion Fernando Alonso. Additionally, in sports car racing, race cars based on the CTS-V and ATS-V have also enjoyed success winning a multitude of Sports Car Club of America (SCCA) World GT championships. However, a much less well known Cadillac foray into motorsports occurred in the 1980s and early 1990s, championed by Mike Senia, Jr.



Senia and his father, Mike Senia, Sr., founded Global Coach based in Orlando, FL, which was responsible for creating coach conversions that were popular in the late 1970s through the 1980s. Some of Global Coach's most famous Eldorado conversions included The Alpine Edition roadster (pictured left) and the "El Ballero" opera coupe or convertible, among many others. These models could be ordered and purchased through a customer's local Cadillac dealership, and, as such, these custom cars could be serviced by GM technicians just as the standard showroom models. Cadillac would ship a brand new Eldorado, or other model, directly to Global Coach, who would

then modify the car to their specifications. Prior to the official introduction of the Eldorado convertibles in 1984, Global Coach was responsible for many of the popular Eldorado convertible conversions that were sold.

However, while the coachwork was business for Senia, his true passion lay in motorsports. Thus, Senia founded Global Racing and Global Race Car Products, and through his contacts with GM and Cadillac, he was able to source test cars and drivetrain components directly from the factory.

I was able to get in touch with Senia's son, Ryan, who was very helpful in providing information, documents and pictures related to his father's career in racing.



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Senia worked as both a driver and an engineer with well-known drag racing personalities like Jim Wahl and Tim Takash. One of Senia's most famous drag cars was ***Beyond Criticism***, which was built on a 1984 Eldorado (pictured above) that had been specially modified, including a conversion to rear wheel drive to compete in the pro stock category. Unfortunately, it was wrecked in an accident during an event, but it is still spoken of fondly on several internet drag racing forums, in no small part I would imagine, due to the very unique nature of a drag racer built from a 1984 Eldorado, albeit heavily modified.

Beyond Criticism, however, wasn't Senia's only Cadillac based drag car, as Senia and Global Racing also built drag cars based on a 1987 Cimarron and a 1988 Eldorado. These cars even appeared in a calendar

distributed to drag racing enthusiasts and members of the motoring industry.





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Also of note is a May 16, 1987 National Hot Rod Association (NHRA) sanctioned 1/4 mile run for the 1987 Cimarron (pictured left). While the 15.19 second time was not particularly impressive, the car was officially sponsored by Cadillac Marketing and

Engineering. And it should be noted that these cars, as well as the uniforms of the crews and drivers, were adorned with Cadillac emblems and "Cadillac Motorsports" branding.

Additionally through Ryan, I discovered a 1990 proposal from Mike Senia sent to a Cadillac marketing executive in which it was discussed that Senia's team, after having spent time with an Allanté provided to them by GM, intended to modify an Allanté to attempt to set a land speed record at the Bonneville Salt Flats in October 1990 and asking for Cadillac support in that endeavor. As an Allanté enthusiast, this information was incredibly interesting to me and not something that I had been previously aware of. Unfortunately, I haven't found any more information related to an Allanté land speed record car. So I assume that this proposal was not realized, but still fuels the imagination.

Ultimately, while Senia's racing career is not particularly well-known outside of drag racing circles, and is certainly not what many would expect from Cadillac in the 1980s, it is incredibly fascinating. He was able to blend his relationship with GM, forged through his coachbuilding business, with his passion for racing in a way that most others probably wouldn't have considered at the time. Thus, while it didn't occur until many years later, perhaps Senia's endeavors blazed the trail for Cadillac's current commitment to motorsports and the V series of performance cars.



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**50 YEARS AND STILL DRIVEN: MARY KAY CELEBRATES
MILESTONE ANNIVERSARY OF ITS ICONIC PINK CADILLAC
JULY 19, 2019
DALLAS, TEXAS
PRNEWswire
[Visit Website](http://www.clcpotomacregion.org)**



To celebrate 50 years of an American icon – the Mary Kay® pink Cadillac – global cosmetics company Mary Kay unveiled the newest addition to its coveted career car fleet at the company's annual U.S. Seminar. In a surprise announcement in front of thousands of attendees, the all-new Mary Kay® pink Cadillac XT6 (pictured above) was unveiled on stage at the top beauty brand's convention in Dallas.

The new XT6 model offers top-performing, qualifying Mary Kay Independent Sales Directors a Cadillac with a third row seat. The Mary Kay® pink Cadillac XT6 joins a fleet of Mary Kay career car options including the Chevrolet Malibu, Chevrolet Equinox, Chevrolet Traverse, MINI Hardtop 4 Door and Mary Kay® pink Cadillac XT5.

"Mary Kay is home to one of the largest and most successful car incentive programs in the world, and our U.S. Seminar is the perfect platform to celebrate the program's 50th anniversary with the unveiling of the all-new Mary Kay® pink Cadillac XT6," said Laura Beitler, Vice President of Sales for Mary Kay Inc. "Production of the Cadillac XT6 just began in May 2019, so we are excited for our independent sales force to have the opportunity to earn this brand-new Cadillac model as we celebrate a milestone anniversary of the iconic Mary Kay® pink Cadillac."



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In 1967, Mary Kay Ash ordered her first pink Cadillac from a Dallas dealership and asked to have it painted to match the pale pink Mary Kay® lip and eye palette she carried in her purse. The pink-mobile was such a hit that in 1969, she rewarded the top five independent sales force members with the use of their own pink 1970 Cadillac Coupe DeVille and in turn, launched the Mary Kay Career Car Program.

Since the inception of the Mary Kay Career Car Program in the United States, more than 165,000 top-performing independent sales force members have qualified or re-

qualified for the use of a Mary Kay career car with nearly 24,000 earning the use of a coveted Mary Kay® pink Cadillac. Today, there are more than 4,000 Mary Kay career cars on the road nationwide.



Mary Kay Ash with a 1985 pink Cadillac

"The Mary Kay Career Car Program is an integral part of our company's history and recognizes independent sales force members for their hard work and success," said Nathan Moore, President of Mary Kay Inc.'s North America Region. "As we welcome thousands of Mary Kay independent sales force members from every corner of the country to North Texas, we're excited to celebrate the success of all Mary Kay entrepreneurs through recognition, education and motivation at our annual U.S. Seminar, the longest running event at the Dallas convention center."

The new Mary Kay® pink Cadillac XT6 was on display at the company's Seminar held July 18 - Aug. 2 at the Kay Bailey Hutchison Convention Center Dallas. The Dallas Convention and Visitors Bureau estimates Seminar 2019 pumped \$37 million into the North Texas economy and supported 3,464 jobs over the duration of the two-week event. The convention was comprised of four back-to-back conferences and was one of the top five largest events in Dallas based on attendance, economic impact and hotel room nights. During this year's event, Mary Kay awarded approximately \$8 million in recognition prizes.



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A NEW INTERIOR FOR THE JOLLY GREEN GIANT BY DOUG BAILEY

In 1966, Cadillac only produced 2,250 Fleetwood Eldorados, the last year of the rear wheel-drive convertibles. Only Eldorados shipped standard in metal-flaked Firemist colors, and all received additional bright work, Fleetwood crests and wreaths, leather and genuine American walnut trim on doors and quarter panels. They were among the earliest examples of the "personal performance-luxury car." This one, body #02015, was among the last 10% built on May 1, 1966



before Cadillac re-tooled in July/August for the '67 front-drive Eldorados. Only about 225 were built as optional, no-additional-cost, bucket seat versions like the one pictured above! The photo was taken at the San Marcos, Texas CLC Grand National in June 2018.



The original owner, Colonel Harold J. "Pete" Birkhofer, ordered this Tropic Firemist Green (96-4) Eldorado with an Antique Gold (484) perforated leather interior in June 1966 at Beacon Motor Company on Summer Street in Bangor, Maine. List was \$6,631, but a few options brought the total to \$7,957. That's \$62,276 in today's dollars, adjusted for inflation. The car came to Georgia where it's stayed all its life. Col. Birkhofer was assigned to the 465th Bomb Wing, and the Birkhofers lived at Robins Air Force Base near Macon, Georgia. He was

a decorated flyer, earning the Distinguished Flying Cross for his helicopter work under fire in Vietnam. When I learned of its history, the car demanded to have the name given by US troops to the Sikorsky chopper flown by its owner: the Jolly Green Giant. It sports a small "tattoo" of the Sikorsky OH-3E on its driver's side fender as a tip of the cap (pictured above left).



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I am the fifth owner and as you might expect at least one of the previous owners had allowed the car's upkeep to drift. I bought it with proceeds from my '66 Sedan DeVille, a CLC Past Presidents' Preservation Award winner that now spends its days in air-conditioned comfort in Abu Dhabi. I traded a pristine '66 SDV for a really rough Eldorado, knowing it needed work.

THE PROBLEM

Although there is body and paint work to be done in this rolling restoration, I had grown tired of brushing the foam rubber crumbs off my backside every time I exited the car. I believe someone in the past had done a quick-n-dirty flip job on the Eldo's original leather interior – spraying lackadaisically over every surface (leather, vinyl, stainless steel) to spiff it up a bit (see right). That dye job had dried out the leather and caused it to crack and peel (see below right).

I've been happy driving the car in its condition for four years while bringing back the drive train and suspension. The Jolly Green Giant made the 2,000-mile round trip to sunbaked San Marcos without a hitch, and I was beginning to feel bulletproof. That sense of satisfaction lasted until Christmas 2018, when coming home with an auction find from the Peach State Region's big holiday bash, I chipped off a half-dollar-sized piece of the dash cap. Now there was an ugly, jagged patch of black foam showing through the tan cover directly in front of the passenger's seat. All I can say is that this dash pad was 50+ years old. It was brittle and already showing three hairline cracks. I knew it was going to need replacement eventually.

EXPLORING ALTERNATIVES

One of the reasons the Region keeps me around is I like finding replacement parts for myself and others. It makes me feel needed! So I got started looking for dash pad alternatives. Among the variables I had to sift through:

1. Ralph Messina told me that they all – coupes, sedans, convertibles, '65s, '66s - share the same steel dash cap sub-frame. All '65s are designed for mono speakers. Thus, a '65 dash can easily be used for a '66 mono radio car. But it must be modified for use in a '66 stereo car. To modify a '65 dash you'd have to position the holes for stereo speakers and then cut them out. The '66 cars were the first to have the dash frame stamped for the stereo option. Cadillac merely spot-welded plates in the holes if you ordered a mono radio; one can open up a '66 mono dash for stereo speakers by cutting those spot welds. But if you're modifying a vintage dash you still must cut through steel and brittle, 50-year-old plastic.





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2. Ralph also wondered whether the grain pattern was different between years, so I eyeballed my friend Larry Wilson's '65 Deville Convertible. It looked like a dead-on match for the grain in my '66.
3. Lots of guys prefer to just fill and wrap the old cracked dash, but this seems to depend on how much you trust your upholsterer, as results are mixed. I've been told the repairs don't last long, and you also have the challenge of matching the grain pattern with a modern sheet of vinyl.
4. Placing speakers in the kick panels or into the center space of the dash was out of the question for me, because I was determined to put this car back to a factory build, eventually.
5. Options for those of us who have a '66 stereo car appear to be:
 - a) Pay Just Dashes or another outfit to do a custom restoration for upwards of \$1,200 (plus shipping) using your old dash.
 - b) OPGI in CA sells a licensed re-pop for about \$715 for a generic '65-'66 dash that's a mono-setup. Jeff Shively was happy with that approach. But for stereo speakers you have to modify it. Some say the grain on the dash doesn't match the original, which makes the end pieces attached to the doors look "off." And it comes only in black or red or blue – requiring a dye job. Caddy Daddy has the same part for \$771, but why?
 - c) Buy an original '66 stereo dash from a vendor (eBay, etc.) for \$300-\$500 and paint or dye it, but be prepared for it to be a hard-to-find item, while taking the risk that it is as brittle as your old one.
 - d) Buy an old '66 mono dash for \$300-\$400 and cut out the spot welds that hold the round plates in place where the stereo speakers go, then carefully cut the plastic pad (and take the same risk as item c above).
 - e) Buy a '65 mono dash for \$300, scribe the metal where you think the stereo speakers go, then cut out the holes in the steel and plastic (and take the same risk as item c above).
 - f) Pay your upholsterer to fill the cracks and wrap the original dash with new vinyl or leather – who knows what this would cost.

I began by shopping eBay for a nice old one to re-spray in my color. I was willing to risk that it would be brittle and maybe hiding some little cracks. But I didn't trust myself to modify a mono dash to fit the stereo speakers. I was able to find...NOTHING. Not a mono dash out of a closed car, as Ralph suggested, and certainly not a stereo dash for a '66.

Then I got a reply from Vince Taliano of the Potomac Region saying that he had a caramel-colored 1966 stereo dash that he was holding onto with thoughts of installing in his 1965 Deville Convertible. Knowing that the dash was not correct for his car because stereo was not available in '65 models, he asked if I would be interested in seeing pictures as a possible replacement for mine.



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Eureka! Was I ever interested! When I saw the photos Vince sent, I realized it was my color, and yes, rigged for a stereo car. It's a longer story than you want to hear, so let's just say this: I bought Vince's '66 stereo dash pad. He was so very careful about picking a reliable shipper, because the worst that could happen would be damaging the 50+ year-old pad in shipment. Turns out the shipper had a lot to learn about shipping vintage auto parts! He placed the UP arrow on the down end, thus ensuring that UPS would drop the box on its less cushioned top. When it arrived, it was cracked (pictured left).

Vince and I worked together to get the shipper to honor the insurance we had purchased. When he saw my photos of the shipping boxes and the dash pad, he did honor the insurance agreement without much hesitation, and noted that he would be more careful the next time. The trouble with that is I am still out a good dash. I now have two cracked dashes, although it's true that one cost me nothing except my time when all was said and done.

THE SOLUTION

A new interior! This "dashing" adventure was all I needed to push me over the edge on the question of a new interior. Anticipating a drive to Louisville, Kentucky for the Grand National in June 2019, the time was now! I could get the upholsterers to take a shot at fixing one of my cracked dashes while they fixed my problem with crumbling foam rubber. I had been exploring good upholstery shops around Atlanta for years; we have the contact information for the best half-dozen in our region's list of suppliers and mechanics. But I found a number of reasons to hesitate with all of these. Too expensive! Takes too long! Not the best workmanship! At a Peach State Region fund-raiser in 2017, I ran into member Frank Patton, who showed me the perfect restoration of his '50 Fleetwood's interior. Frank's friend, Larry Bixler, was there with his '66 Continental convertible, posing in a new red leather interior. I was sold! Now, two years later, I was connecting with Ron Gangster, the owner of Ron's Hemee Head in Nashville, Georgia, four hours south of Atlanta – Frank's highly recommended upholsterer. Frank met me in Nashville in mid-March and we explored Hemee Head for hours, getting to know the guys and discussing how I wanted to approach the project.



Jeff, Ron's upholstery guy



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We agreed on the following, so I left the car:

- A new interior as close as we could get to the original materials and design. This meant perforated leather seating, chrome edging, and matching carpets. We found scraps of original materials so that we could recreate the original "Antique Gold" color.
- I had a budget that would be real. Asked if I wanted them to refinish the wood panels, I said "Only if you can do it under the budget." I had done these myself a year ago.
- The deadline was the end of May or first week of June, to give me time to shake it down before driving 420 miles (6.5 hours) to Louisville.
- I had samples from SMS Interiors in Oregon, the go-to guys for authentic fabrics and kits. But SMS wanted until mid-June to stitch together the kit – and to charge roughly \$3,500. Not quick enough, so Ron's upholstery guy, Jeff, said he would find the hides and stitch the pieces together from scratch in less time and for less money. Done!
- New custom-made carpeting with padding, door and quarter panels, new belts using the original buckles, sun visors, getting the power seats to work, fixing window regulators and motors as needed – all in the budget. Later, we added new vent window gears that I bought from USA Parts Supply because missing teeth were making the vent windows iffy. Also, I had installed a Jenkins trunk kit a couple years before, but wasn't very happy with the details (e.g., I couldn't get the hinge covers on right). Jeff would straighten that out as well.
- I apparently caught them at a good time, because Jeff was able to devote nearly full time on the Eldorado. He completely disassembled the interior, including the dash, and worked from the floor up. He cleaned the floors, seat frames and springs. He found only surface rust. He painted it all black, then installed insulation. He got the seats working beautifully. (I learned that the passenger seat only goes front and back, not up and down like the driver's seat.) It does not tilt back as I have heard some say theirs does. It's a two-way switch, not a four-way, like the driver's seat.
- Jeff found a supplier for the chrome trim that surrounds the seat bases, but it took two weeks to receive them. Meanwhile, he took the original covers apart and used them as templates, and with six cow hides, he created the seat covers, front and back. The estimate was five hides, but as it turns out doing the perforation wasted a lot of hide, so we needed a sixth one at \$550. Good news: I have enough leather left over, perforated and smooth, to make Barb a matching purse and myself a danged-nice wallet!
- Jeff and Ron kept me posted about every two weeks, sending photos of the progress. Important, since they are four hours away from me. But I could tell things were moving fast, and my Frank looked in on them every time he was at his cabin in the area.





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ABOUT THAT DASH



They figured out that the original dash pad was so broken up that they couldn't fix it. So, they took the one I'd bought from Vince and attempted to get it to work. Ron used a Dremel tool to open up the crack, then inserted a bunch of PVC pipe adhesive to hold the sides together. Then they filled the remaining valley and painted, sanded, and painted again. They tell me it looked great for a while, but the first thing I saw when I approached the car was the hairline crack right in front of the steering wheel (pictured left). It opened up more as I drove up the road, probably flexing with the highway. *Hemee Head did not*

charge me for the failed attempt to fix the dash. It still looks decent, so I will drive it like this until I can afford to send the original dash pad to Just Dashes and get it rebuilt. When that happens, Vince and I are going to be looking for buyers for the '66 stereo dash core the shipper bought for us.

PICK-UP DAY!

Larry Wilson put aside his work on the red '65 Deville Convertible for a day and drove me down in my '96 Brougham to pick up the Jolly Green Giant. We left at 7:00 AM to beat the commuter traffic and made it in less than four hours. Naturally, I made a beeline for the Eldorado, sitting pretty in the courtyard waiting for me to take it back home. Heaven!



I knew right away it was terrific workmanship with the new leather.

My total invoice was \$6,088. Labor was \$2,670 at \$65/hour. In addition to the list of tasks listed previously, Jeff took off the old interior cardboard panels and fabricated new panels to hold the new vinyl. It took six hides: three perforated, three regular plus three sheets of vinyl. Materials cost \$3,418 (leather hides were \$3,010), and the remainder was labor.



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You know as well as I do that it ain't an old car project without a surprise. Despite our best intentions on our way home, Larry and I hit the Atlanta's Downtown Connector at 5:15 PM. We sat in standing traffic for an hour, idling in the heat. I shouldn't have worried as this is a seasoned parade car having weathered the 2018 July 4th Parade in nearly 100-degree heat. But when I crawled around the Connector's Grady Curve, the accelerator pedal came off and got hung up under the brake pedal. I made things worse kicking the danged thing around until I curled the rubber mat up beneath it and damaged the brake pedal. I thought I was going to die going two mph! Oh, and this was the trip the brake lights decided to stop working. Larry had to follow me all the way home, where I could get the brake light switch replaced. But if you ask me, all the hassles were worth every minute. I am riding in splendor now, comfortable and looking cool. Maybe the best outcome has been unintended. When I open the garage door every morning, I get a strong whiff of new leather. My whole garage smells like a new baseball glove! Every day it's springtime for this little kid.



[Editor's Note: As planned, Doug & Barb Bailey drove to Louisville where they were awarded Second Place for Primary Class P-21: 1965-1966 Cadillacs. Pictured left are the Baileys receiving the award from CLC President Glenn Brown (far left) and CLC Chief Judge Bill Anderson (far right).]



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POTOMAC REGION SUMMER PICNIC BY LYNN GARDNER PHOTOS BY LYNN GARDNER AND DANNY MOFFAT

On Saturday, August 17, Dan & JoJo Ruby (pictured below right) hosted the Fifth Annual Potomac Region Summer Picnic at their home in Owings, MD. Over 40 attendees braved the 90+ temperatures, high humidity and afternoon storms to drive their classics to the event. Members and guests enjoyed outstanding bar-b-que from a local Calvert County eatery. Thanks to the Rubys for their continued generosity and hospitality.





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Visit <http://www.clcpotomacregion.org/2019summerpicnic.htm> to view more pictures.

Visit us on the web!
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CADDIE CLASSIFIEDS

Cars For Sale



NEW ARRIVAL 1928 Cadillac Series 341-A Touring Sedan – Found with a tree growing thru the back seat – Owned by longtime CLC member, who passed away in 2017, and his family for over 50 years – Placed first in national competition in California – Driven from Bakersfield, CA to Grand Lake Reservoir in Groove, OK in 1995 – Mileage is 07,110 or 107,110 (only five digits on odometer) – Tagged and driven weekly – [See pictures](#) – Appraised in late 2018 for \$72,200 – **Asking \$42,200** – For more info, contact Len Kramme at lenkramme62@gmail.com or 405-977-7961 – Car is located in Oklahoma City, OK



1931 Cadillac 355A V8 Five-Passenger Sedan – CLC Senior Car #781 awarded at the 2012 Grand National in St. Augustine, FL – Once in the collection of noted California-based collector Art Astor, who acquired the car in the early 1980s – Invited to participate in the Pebble Beach Concours d'Elegance after restoration completed to 100% original condition – Two-tone finish of dark blue body, black top, black fenders and a slightly lighter shade of blue wire wheels with period correct wide whitewall tires makes it an elegant automobile – Features include a sun visor, Trippe safety lights, fender-mounted spare tires and a rear trunk rack – Interior is gray cloth with two jump seats, bud vases, an antique brass fire extinguisher and a clock – Original Packard-Bell radio mounted on the steering column with its antenna affixed beneath the detailed chassis – [See pictures](#) – **Asking \$49,500** – For more info, contact Mike D'Agostino (representing the seller) at 301-213-6008 or mwdago@yahoo.com – Car is located in Princess Anne, MD



1937 Cadillac Model 7529 Convertible Sedan – Divider window, very low production – Known history from new – Recent high-quality repaint of original Thessalon Green and new top – Engine and mechanicals rebuilt – Never any rust, original wood excellent condition along with mostly original interior – CLC Senior Car #105 – Excellent tour car – [See picture](#) – **Priced at \$92,900** – For more info, contact Harry Scott at 703-791-3278 or hscott1937@aol.com – Car is located in Nokesville, VA



NEW ARRIVAL 1938 Cadillac Series 60 Special – Good overall condition – Driveable vehicle needing only minor work – Mostly original including the interior – Engine sounds like a Cadillac should sound – Complete new brakes installed – Restored dash and steering wheel – Large yellow fog lights – New radial whitewall tires – [See picture](#) – **Asking \$8,900** – For more info, contact Roger Bentley at 800-944-6344 (before 9:00 pm EDT) or rogerbentley84@gmail.com – Car is located in Franklin, NJ

SOLD



1948 Series 75 Formal Derham Sedan – Excellent condition – Few miles since complete older restoration including new Madeira Maroon paint, engine and automatic trans rebuild and new interior – New tires – Multiple awards at Capitol Cadillac / CLC Potomac Region cars shows – Same owner past 40+ years – [See picture](#) – **Asking \$35,000 obo** – For more info, contact Jack Lowry, Jr. at 443-253-7565 – Car is located in Phoenix, MD



1964 Deville Convertible Project Car – Originally Nevada Silver Metallic, currently red – Showing 39,571 miles on odometer – Accessories include climate control, AM/FM, power bench seat and parade boot – Interior is red vinyl in the original seat pattern – Original transmission, engine and climate control system have been rebuilt but need some work – Many spare parts included – Clean Virginia title – [See pictures](#) – **Asking \$7,000** – Additional photos available upon request – For more info, contact Steve Zaricki at 570-814-6418 or TerpMtneer@aol.com – Car is located in Annandale, VA



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NEW ARRIVAL 1967 Deville Convertible – Owned by longtime CLC member, who passed away in 2017, and his family for over 35 years – Driven from Bakersfield, CA to Grand Lake Reservoir in Groove, OK in 1995 – 47,021 miles – Tagged and driven weekly – [See pictures](#) – Appraised in late 2018 for \$22,200 – **Asking \$18,200** – For more info, contact Len Kramme at lenkramme62@gmail.com or 405-977-7961 – Car is located in Oklahoma City, OK



1974 Eldorado Convertible – Four-owner car – Apollo Yellow – 86,200 miles on original 500 C.I. engine – Brand new top, parade boot and carpet – Bumper fillers around headlights need to be replaced (see pictures) – Serviceable interior – Great daily driver that floats down the road! – Garage-kept – Manuals and maintenance records available – [See pictures](#) – **Asking \$8,000** – For more info, contact Joe Pipkin at 410-733-4717 (available for viewing in person or via Face Time) or century1king@gmail.com – Located in Towson, MD



1991 Eldorado Touring Coupe – Excellent condition with only 13,981 original miles – 4.9L V8 engine with automatic transmission – Sold new by Tutwiler Cadillac, Inc. in Jacksonville, FL – Suggested retail price of \$34,451 – Crimson Red with Beechwood leather Interior – Delco-Bose sound system with cassette player – [See pictures](#) – **Asking \$16,000** – For more info, contact Hank Emilsson at hankconti@aol.com or 443-745-0872 – Car is located in Stevensville, MD



NEW ARRIVAL 1993 Fleetwood Limousine – S&S conversion – 31,621 miles – Original owner was a funeral home in northern NY state – Current owner since June 2010 – Always garage-kept – Six doors with three rows forward facing leather seats – A/C and heat in the front and rear – Missing chrome rocker on door lock switch, but switch works fine – Clear title with no liens – [See pictures](#) – **Asking \$7,500** – For more info, contact Dan Mayer at 301-325-9827 or dmayer@myactv.net – Car is located in Knoxville, MD 21758



1996 Sedan Deville – Fine driver with 75,800 original miles – Good tires, brakes and recent transmission service – Not garaged in past several years – Usual very minor body dings and a scratch or two – ABS brake and traction/ride control systems need service but neither affects normal driving – As usual, there's a very minor gasket drip from a Northstar engine on this period of Cadillacs – **Asking \$2,000** – For more info, contact Adam Garfinkle at adam.q1951@gmail.com or 240-994-4759 (call or text) – Car is located in Wheaton, MD



2002 Eldorado ETC – Eldorado Collector's Edition (#1,260 of 1,596 made) – Last Eldorado made – 86K miles – Loaded with all Cadillac options – 4.5L North Star engine – Body and paint near perfect – New Tires, brakes and battery – Garage kept – 2nd owner – Both shop manuals – California and Texas car in Maryland for one year – Great driver – [See pictures](#) – **Asking \$8,500** – For more info, contact Kit Bonham at kit99kit@aol.com or 917-578-1731 (call or text) – Car is located in Columbia, MD



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2019 OFFICERS

NAME	POSITION(S)	PHONE NUMBER	EMAIL ADDRESS
Dan Ruby	Regional Director Automobilia Auctioneer Summer Picnic Host	301-343-1463	danruby@clcpotomacregion.org
Chuck Piel	Assistant Regional Director Central VA Region Liaison Newsletter Columnist	240-888-5115	chuckpiel@clcpotomacregion.org
Bill Hilliard	Treasurer	301-622-3651	billhilliard@clcpotomacregion.org
Sandy Kemper	Secretary Associate Newsletter Editor	301-585-0897	sandykemper@clcpotomacregion.org
Randy Edison	Activities Director Event Photographer	202-253-1545	randyedison@clcpotomacregion.org
Lynn Gardner	Car Show Coordinator Newsletter Columnist Valley Forge Region Liaison	703-303-7310	lynngardner@clcpotomacregion.org
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Jack McClow	National Director Newsletter Columnist	301-330-5417	jackmcclow@clcpotomacregion.org