



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

June 2020



DIRECTOR'S MESSAGE BY DAN RUBY

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TOM MCQUEEN

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

Here we are entering the month of June and the world is still in the COVID-19 pandemic. Many states are in "Phase One" of re-opening with many restrictions in place. This has affected the scheduled auto events around the country, including our area. However, we do have a re-scheduled date for our Car Show and Automobilia Auction at Capitol Cadillac. It will now be held on Sunday, September 20th. Vendors are on standby in case our plans have to change again.

The Annual Picnic at my home will go on only if I get a good response from members who commit to attend. The date will be forthcoming. This year I've invited members of the Metro Chapter of the Buick Club of America. Potomac Region members Tom McQueen, Jack McClow and Franklin Gage serve as their Director, Assistant Director and Treasurer, respectively.

A virtual meeting was recently held by the officers. It worked out well. Soon monthly meetings will be scheduled with all members invited to join. Stay tuned for more details and information.



There's exciting news from one of our members, known as the "King of Barn Finds!" Marc Tuwiner recently pulled a 1953 Eldorado, by far my favorite car, out of hiding, and sold it on eBay. Out of 532 Eldorados built in 1953, five of them are owned by members of our Region.

My recuperation hit a bump in the road recently as a critical infection developed in my left leg from my surgery. It put me back in the hospital for another week. My doctors believe they caught it before serious problems developed. I hope to start P/T on one leg in early June. Thank you for all your support during my recovery. Hope we can all get together soon!

Dan Ruby



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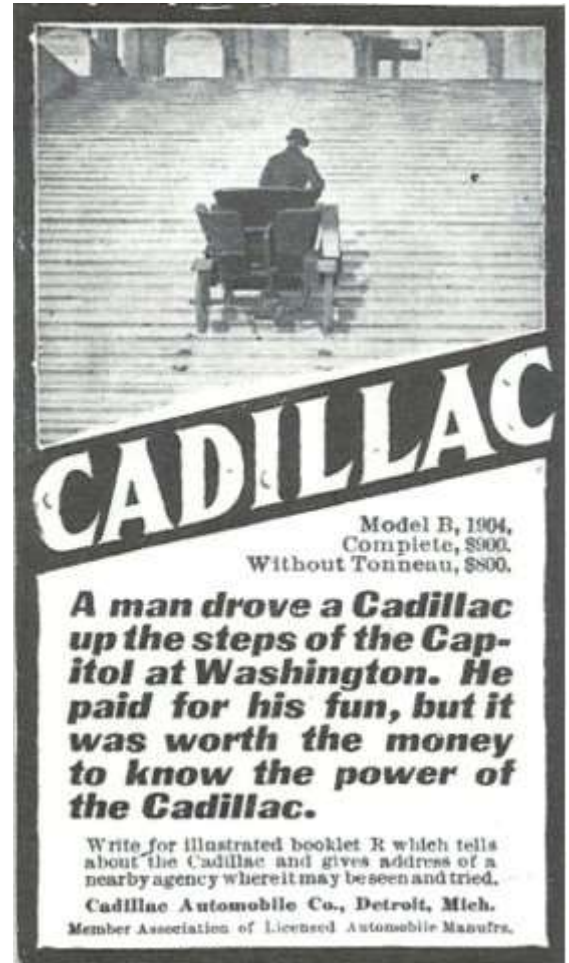

LETTER TO THE EDITOR



May 5, 2020

As a follow up to last month's Letter to the Editor that included the newsletter ad showing a 1904 Cadillac being driven up the U.S. Capitol steps, here is a copy of the Cadillac advertisement that used an actual picture of it happening to promote Cadillac. This particular ad was featured in the September 1904 issue of *Country Life in America* (see below) as well as in other periodicals of the day such as *The Metropolitan*, *Outing*, *The Saturday Evening Post*, *Scientific American*, etc.

Derrick Fisher
Rockville, Maryland


Capitol Cadillac
The only Cadillac Dealer on the Beltway!

Sales: (240) 292-1053 Service: (240) 292-1070
8500 Capitol Drive, Greenbelt, MD 20770

CLC members receive a 15% discount on all parts purchased directly from Capitol Cadillac's Parts Department.

Club members receive a 10% discount on all parts when their vehicle is in the shop for repairs and labor is involved.



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CHECKING IN ON THE POTOMAC REGION MEMBERS BY VINCE TALIANO

[Editor's Note: After the May newsletter was published, I emailed the membership asking how they were coping during the shutdown. Here are some of the replies received.]

Rick Menz in Ellicott City, MD: We are hunkering down and waiting for the all-clear signal from the pandemic. No Cadillac projects at present, but I am working on two other old cars: a 1931 Ford (180-A) two-door Phaeton and a 1934 Ford hot rod. Eventually I'm going to give the Phaeton to my grandson, who's now 16, so I want to make it a great driver for him. The original transmission was sent to Mitchell Overdrive Manufacturing to have it fully synchronized (original Model A transmissions were not and require double clutching). Schwalm's Babbitted Bearing (they have been doing my Model A work since the early '90s) completely rebuilt the long block, including insert bearing, connecting rods, seals, rear bearing caps, counterbalanced SCAT crank, upgraded cam, electronic self-advancing ignition, alternator and more. The engine was reinstalled into the car with the new synchronized transmission attached to a Mitchell overdrive. I'm keeping all the original parts like the distributor, generator, etc. in case my grandson would ever want to return it to its original state, at least from the outside. Anyway, this is one of my old car projects during the pandemic. If anybody would like more details on any of this, I'll be happy to discuss via phone or email. Hope everyone is safe!



Steve Clay in Glenn Dale, MD: In recent months, the engine in my 1949 Series 62 Club Coupe has been upgraded to electronic ignition, including the module, high output coil and plug wires. The spark plugs were also re-gapped to .060 and the timing was adjusted. Startup and acceleration response is immediate! My next project is to address a few minor undercarriage leaks, and transmission shift pattern adjustment (I may need some advice on this one). Also, I am investigating a driveline imbalance vibration at 40-50 mph (will provide an update when the root cause is confirmed). Praying everyone is safe during this awful pandemic.





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Luis "Louie" Aranda in Huntingtown, MD:

Marsha and I are doing fine. My Dad is doing better but is in Rehab now. We can't visit because of the quarantine; hopefully he'll be home soon. Meanwhile, I've been given the honor and privilege of becoming the new "caretaker" of his '47 Fleetwood. She moved into my garage (I had to give up my parking space) where she JUST FITS! Dad will be happy to see her sitting here when he returns home. I've already polished her up and I'm working on getting the white walls really, really white again. Here is a picture of Dad at a car show, probably in the fall of 1968, two years after he purchased the car. It may be from the Rockville show. The tag expiration looks like 03/03/1969. This would have been a few months before he drove the car to the first



Potomac Region meeting in January 1969 in McLean, VA at Ron Van Gelderen's home (pictured right, middle car). We can't wait to see everyone once this mess is over!



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Chuck Piel in Ellicott City, MD: The latest Piel Family "Mini-Cruise-In" was held recently in my driveway. We practiced social distancing and had a few drinks, non-alcoholic of course. My brother David brought his '77 Vette, and my son Hunter attended with our oldest grandson Cameron (pictured left in our '41 Series 62 Convertible). A few visitors stopped by, including our neighbors after having a virtual high school graduation ceremony for their daughter and her boyfriend (pictured below left). Even our German Shepherd, Xena, got in on the action. Hope we can have one of these for the club, perhaps at a neutral site where we all show up with our cars, lawn chairs, masks and soda/snacks. Regards and stay safe.



Harry Scott in Nokesville, VA: Since I wasn't able to drive my '37 Cadillac Series 75 Convertible Sedan in the National Memorial Day Parade due to its cancellation, I held a car show on my driveway to salute our Veterans. Pictured below from left to right: my '37, '41 Series 67 Seven-Passenger Imperial Touring Sedan and '48 Series 62 Convertible, along

with a cut-out of WWII pin-up girl sensation Betty Grable. My '41 is from the famous Hillcrest Motors in Beverly Hills, CA that was pictured in the May **Caddie Chronicle**, and supposedly has ties to Betty. Any information would be appreciated. Stay safe!





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CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
June 6 Sat		POSTPONED TO 2021 29th Orphan Car Tour	Burkittsville MD to Bluemont VA	Jon Battle at tourdiretor@orphancartour.org , 540-364-1770 or Visit website
June 9-13 Tue-Sat		CANCELED CLC Grand National Hosted by the Missouri Valley Region	Marriott Kansas City Overland Park KS	Visit website
June 15 Mon	7:30 pm – 9:30 pm	CANCELED Potomac Region Monthly Meeting	IHOP Restaurant Rockville MD	Dan Ruby at 301-343-1463 or danruby@clcpotomacregion.org
Jun 17-20 Wed-Sun	Gates open daily at 7 am	NEW DATES Spring Carlisle	Carlisle PA	717-243-7855 or Visit website
Jun 21 Sun	10:00 am – 3:30 pm	CANCELED 47th Annual Father's Day Antique Car Show	Sully Historic Site Chantilly VA	Jim Gray at 410-353-0381, jim.gray.31a@gmail.com or Visit website
Jul 20 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Silver Diner Merrifield VA	Dan Ruby at 301-343-1463 or danruby@clcpotomacregion.org
Jul 26 Sun	10:00 am – 3:00 pm	17th Annual All Car & Truck Show hosted by the VCCA Free State Region	Reisterstown Regional Park Reisterstown MD	Mike Natale at 410-583-9171, mrnatale@verizon.net or See flyer
Jul 31- Aug 2 Fri-Sun		CANCELED Das Awkscht Fescht hosted by the AACAA Ontelaunee Region w/Cadillac as featured marquee	Macungie Memorial Park Macungie PA	Visit website
Aug 15 Sat	4:00 pm – 6:00 pm	Potomac Region Monthly Meeting	Olive Grove Restaurant Linthicum MD	Dan Ruby at 301-343-1463 or danruby@clcpotomacregion.org
Aug 22 Sat	9:00 am – 3:00 pm	14th Annual CLC Central Penn Meet	AACA Museum Hershey PA	Richard Sills at 301-467-1212 or richard.sills@hklaw.com
Aug 22-28 Sat-Fri		CANCELED CLC National Driving Tour Hosted by the Mt. Hood and Pacific Northwest Regions	Portland OR Lincoln City OR	Visit website
Sep 4-6 Fri-Sun		NEW DATES Greenbrier Concours d'Elegance featuring Cadillac	The Greenbrier White Sulphur Springs WV	Visit website
Sep 20 Sun	9:00 am – 3:00 pm	NEW DATE 28th Annual Capitol Cadillac Car Show/ Automobilia Auction	Capitol Cadillac Greenbelt MD	Lynn Gardner at 703-303-7310 or lynngardner@clcpotomacregion.org
Sep 24-27 Thu-Sat		POSTPONED TO 2021 11th Annual Cadillac Fall Festival and Concours D'Elegance	Gilmore Car Museum Hickory Corners MI	Visit website
Sep 28 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Capitol Cadillac Greenbelt MD	Dan Ruby at 301-343-1463 or danruby@clcpotomacregion.org
Sep 30- Oct 4 Wed-Sun	Gates open daily at 7 am	Fall Carlisle	Carlisle PA	717-243-7855 or Visit website
Oct 7-10 Wed-Sat	Gates open daily at 7 am	CANCELED AACAA National Eastern Fall Meet	Giant Center Hershey PA	Visit website
Oct 17 Sat	8:30 am – 3:30 pm	City of Rockville Antique and Classic Car Show	Rockville Civic Center Rockville MD	240-314-5022 or Visit website
Oct 19 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Silver Diner Merrifield VA	Dan Ruby at 301-343-1463 or danruby@clcpotomacregion.org
Nov 16 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	IHOP Restaurant Rockville MD	Dan Ruby at 301-343-1463 or danruby@clcpotomacregion.org



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**28th Annual Capitol Cadillac /
CLC Potomac Region
Car Show & Automobilia Auction**
NEW DATE Sunday, Sep 20, 2020

Car Registration:

9:00 am – 12:00 pm

Please read the Car Show Rules on the following page

Car Show Hours:

9:00 am – 3:00 pm

Auction starts at 11:30 am

Awards ceremony starts at 3:00 pm

**6500 Capitol Drive
Greenbelt, MD 20770
301-441-9600**

LOCAL DIRECTIONS:

From Capital Beltway (I-495/95)

- Use Exit 23 - Kenilworth Avenue Route 201, proceed South on Kenilworth Avenue to first exit - Greenbelt Road, Route 193
- At light, proceed East on Greenbelt Road - Route 193 (left)
- At traffic light make left onto Walker Drive (**TGI Friday's** Restaurant on corner)
- Make an immediate right onto Capitol Drive (Dealership is on your left)

From Baltimore-Washington Parkway (Rte 295)

- Use Exit for Route 193 (Greenbelt Road)
- Proceed West on Route 193 - Greenbelt Road
- Make first right after underpass onto Capitol Drive (Dealership is on your right)



FOR FURTHER INFORMATION:

**Lynn Gardner
Car Show Coordinator
703-303-7310**

lynngardner@clcpotomacregion.org

**Visit us on the web!
www.clcpotomacregion.org**



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Car Show Rules

- **Rain or Shine:** The car show will take place rain or shine. No refunds.
- **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 showroom floor or show field parking lot. **The Potomac Region reserves the right to prevent any cars with excessive fluid leaks from entering the show field.** It is recommended that a working fire extinguisher be in every vehicle.
- **Judging / Parking Rules:** The Potomac Region reserves the right 1) to determine each vehicle's judging class and 2) each vehicle's placement in the show field. **There will be no parking on the grassy areas whatsoever, due to sprinkler heads and possible rut damage.** Vehicles will be peer judged by the individual owners of the registered cars. Registrants will be able to judge vehicles in all classes, including their own. 1st, 2nd and 3rd place awards will be given to winning vehicles in each class depending upon the number of vehicles registered in each class.
- **Lunch Tickets:** Each registered car owner will receive one free lunch ticket. The lunch ticket will entitle the person to receive the following from **Red, Hot & Blue**, who will be serving food:
 - 1) One Beef, Chicken or Pork Sandwich
 - 2) One Side order of Beans or Potato Salad and Cole Slaw
 - 3) One Drink including bottle water
 Anyone without a lunch ticket will pay Red, Hot & Blue directly at the time of their purchase.

Car Show Registration Form

<p>Judging Classes</p> <p>Class A: 1902 – 1942 Cadillac / LaSalle Class B: 1946 – 1958 Cadillac Class C: 1959 – 1964 Cadillac Class D: 1965 – 1970 Cadillac Class E: 1971 – 1976 Cadillac Class F: 1977 – 1992 Cadillac Class G: 1993 – Present Cadillac Class Z: Display Only</p>	<p>Other Awards</p> <p>Best of Show Best Post-War (Early: 1946-1964) Best Post-War (Late: 1965-Present) Dealer's Choice Henry Ruby Memorial Award Ladies' Choice Long Distance (Driven Cars Only) Mayor's Choice</p> <p>A vehicle receiving "Best of Show" or one of the "Best Post-War" awards will not be eligible to receive an award in its respective Judging Class.</p>
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Registration Form

Make checks payable to **CLC Potomac Region** and mail with completed registration form to:
 Bill Hilliard, Treasurer
 12602 Eldrid Ct
 Silver Spring MD 20904-3505

Name: _____

Address: _____

City: _____ **State:** _____ **Zip:** _____

Vehicle Registration Fee: (Up to September 6: \$15/per car - After September 6: \$20/per car)

Circle Make: CAD LAS Model: _____ **Year:** _____ **Class:** _____

Circle Make: CAD LAS Model: _____ **Year:** _____ **Class:** _____

Circle Make: CAD LAS Model: _____ **Year:** _____ **Class:** _____

Check box if you want your vehicle(s) Display Only

Visit us on the web!
www.clcpotomacregion.org



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30 YEARS OF CADILLAC MAN BY VINCE TALIANO

The movie **Cadillac Man**, starring the late Robin Williams and Tim Robbins, debuted on May 18, 1990. According to Wikipedia, "the film received mixed reviews from critics and performed poorly at the box office, grossing \$27.6 million against its \$15 million budget." However, I would say the movie has reached cult-like status since then, especially in the classic Cadillac community, as a result of its title and merchandise. There are always plenty of movie posters, pictured right, press kits, 8x10 movie stills, lobby cards and the occasional CAD MAN promotional license plate (the custom plates on Robin's Cadillac Allanté in the film) for sale on eBay.

One item that I haven't seen online in a long time is the promotional t-shirt that was distributed by Orion Pictures. Years ago I was fortunate enough to locate and purchase two of them on Craigslist (see below): one small and one x-large. They haven't been worn since my purchase and I am unsure how many times they were worn before I got them, but they are in great condition and a cool part of my Cadillac automobilia collection. Send me an email if you have **Cadillac Man** items too!





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WHAT I DID WITH MY OLD CADILLAC TO WHILE AWAY THE ENFORCED CONFINEMENT BY CHRIS CUMMINGS



Chris Cummings with his 1930 Cadillac V-16 Imperial Sedan
Photo courtesy of *The Washington Times*

A few years into my ownership of this splendid 1930 Cadillac V-16 imperial sedan, the brakes began making very assertive, high-pitched squealing sounds when applied at the beginning of a drive. After some use, the noise would dissipate to the point where one could drive in quiet dignity appropriate to such a vehicle. Of course, I thought to check and see if the brakes needed re-lining. I took off each front

wheel, removed the brake drum, and examined the shoes, only to find plenty of lining material with no sign of exposed rivets or other obvious noisemakers. That was consistent with what I knew of the car's history – namely that it had no more than 7,600 miles when I came to own it. So, as long as there was no safety issue involved (the car would always stop promptly when asked) I resigned myself to put up with the noise and disregard what the neighbors might think about the car and me.

A couple of years ago, my friend Alan Merkel (owner of a 1930 V-16 all-weather phaeton) told me that he was getting his car's brake shoes relined because of symptoms similar to those displayed by my car. He took the shoes off the car and sent them to one of the well-known restoration houses. Once the wheels were back on his car he reported that he was enjoying silent driving again. I thought briefly about following suit, even though my brakes were functionally fine, but parsimony and the bother of dissecting the car and sending parts out to be worked on caused me to refrain.

In the past whenever I had changed a tire on a car with drum brakes, I had noticed that each brake drum had a spring wound around the outer circumference of the drum, and nested in a groove cut for the purpose of holding that spring. In coil diameter and wire thickness, those springs reminded me of what I'd seen on wooden screen doors in the days before universal air conditioning. More recently, I had noticed whenever I had occasion to remove a wheel on my 1930 Cadillac that although the brake drums had the groove into which such a spring would fit, none of them had a spring.



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On Sunday afternoon, April 26, having lots of time to think about causes and effects while the Covid-19 virus keeps most of us homebound, I started wondering if those brake drum springs just might have an effect on brake noise. A random Internet search brought up all kinds of opinions regarding the purpose of springs wrapped around brake drums, from shedding heat, to helping technicians resurface drums accurately, to reducing harmonic vibration, and, yes, prevention of squealing(!). So I asked my friend Alan if his car had the springs around the brake drums, and he said that his had been rusted, and he worried that putting them back on the car would mar the finish on his brake drums (easily seen through the spokes of wire wheels). So there seemed to me to be a valid argument in favor of replacing the missing springs on my car as a less-involved way to reduce or eliminate the brake noise.

The thought never occurred to me to go out looking for authentic original Cadillac V-16 brake drum springs. I simply assumed that if anyone had such items, knew what they were, and wanted to sell them, they would likely be weathered. And finding four of them would be another concern. Because the springs looked so much like screen door springs, it seemed like an obvious alternative solution. The first place to look would be a hardware store, and so I visited the local Ace store and examined their selection. I found that screen door springs remain readily available, packaged with a pair of cuphooks with which to install them. But they tend to be offered only in 16-inch lengths, which meant that I would have to purchase at least a dozen springs to complete my project. After all, with each brake drum having a diameter of 17-inches (or so at the spring groove), the formula of $\pi \times \text{diameter}$ disclosed I would need about 54 inches of spring for each wheel. Three screen door springs linked together might work, if they could be stretched to 54 inches without too much distortion.

So I bought two springs from one Ace store, eight from another and two from Home Depot. Home Depot had a line of people outside the front door waiting to get in (and practicing "social distancing" as they waited). A clerk at the door with a walkie-talkie was admitting people as other customers left, to maintain some optimal maximum occupancy number.

Each of the springs I bought was about the same 1/2-inch diameter, and they had ends that could be hooked together with a little patience and a slim screwdriver. I made a mark on my workbench at 54 inches and linked three of the springs from end-to-end. Without too much effort I could extend the assembly to 54 inches, and so decided that this would work. I made four triangles and plotted the next move.





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Take off the left front wheel, proceeding as follows. Unscrew the hub cap with the handy hub cap wrench and loosen the eight lug bolts that hold the wheel to the hub. Put the floor jack under the spring where it attaches to the front axle, and raise that corner of the car until the wheel clears the floor. Slip a jack stand under the front end of the frame, and finish unscrewing the lug bolts. Wrestle the wheel a bit to free it, pull it off the hub and roll it to the side. Sitting, facing the brake drum, take one of the three-piece springs and loop it over the top of the drum, seating it into the groove. Use your toe to hold one side of the spring in the groove while you work the other side around the drum until the whole thing jumps up onto the rim of the drum. Make sure it's in the groove all the way around and that one is done. Re-mount the wheel and start the lug bolts. Pull out the jack stand, lower the jack, finish tightening the lug bolts and spin the hub cap back on. One down three to go.



I was surprised at how smoothly the process went, given the number of variables involved. Somehow the three lengths of spring worked out just right, the springs were not hard to connect securely, and the finished product looked right. The real proof comes when the weather clears and I can take the car out for a spin. Will the springs eliminate the brake squeal? Even if they don't, there's one more thing that was missing from the

car when I bought it, that has now been replaced. Plus, I got to wrench on a ninety-year-old Classic, and I didn't break anything in the process! In all, it was a good day.

The next Saturday was a clear and sunny driving opportunity, so I backed the car out of the garage and headed down the street, anticipating that familiar metallic scream as I slowed to turn. Instead, there was silence! Follow-up applications of the brakes on the next street gave the same result. I relaxed and thoroughly enjoyed the rest of my morning drive, savoring the feeling of successful problem solving.



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GETTING TO KNOW MY NEW OLD 1941 CADILLAC

BY JIM GOVONI

In the past few years, I started looking online at the CLC Discussion Forum and various other venues for a 1946 Cadillac. There was an all-original Series 60 Special with 30,000 miles near Philadelphia that was advertised for \$50,000. I kept checking to see if the price would drop, but it didn't. Last summer I found a 1941 with just over 40,000 miles that was also all-original, per the advertisement. After studying the 20 or so pictures online, I decided to call the owner. He was a very nice man who was happy to share information about the car. It started its life in Ossining, NY then moved to Pennsylvania, Ohio and finally to Wisconsin. He was the third owner and had the car for approximately nine years.

The owner had a large collection with nine other makes/models and just didn't have enough time to drive them enough. He was finally starting to sell some to be able to drive his favorites. After about a week of thinking about it, I checked Google Airlines, which I had never done before, to see if I could fly from BWI Airport to Wisconsin for a relatively low cost. Sure enough I found a one-day, round-trip ticket that was extremely reasonable. I left Maryland at 5:00 AM, arriving there around 9:00 AM. Then, I left late in the afternoon to fly home.



After looking at the car and talking with the owner, I decided to buy it. The price was reasonable. Arrangements were made to have it transported to Maryland in a closed carrier. The car arrived just before Fall Hershey, so I decided to register and take it! Then I asked my good friend, Harry Scott, to come over and check it out. I was having trouble driving the car because it had been a long time since I had driven a standard transmission car, and even longer a three-speed on the column. Harry drove the car and found it to be wonderful, which was very reassuring. Then I asked him to switch

places so I could try driving it. At the first traffic light, I learned quickly that the car had to be at a complete stop before shifting into first gear. I told Harry I didn't recall that from my 1989 Honda, the last standard car I had owned.



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On the day I was going to drive to Hershey, it was 82°. Just prior to leaving, I checked all the fluids and filled the gas tank. I took mostly back roads until getting in Pennsylvania. Arriving at the hotel in Hummelstown, PA with my tool kit and a few other things, I parked the car as far away from the other cars as I could. On display day, I woke up at 5:00 AM and hustled down to the car to get everything in the trunk, check everything twice and pack extra batteries for my cell phone (remember a 1941 Cadillac has a 6-Volt positive ground with nowhere to plug in a cell phone). I started everything in the car to get ready and then put the key in the ignition and pressed the start button and NOTHING! Overnight the temperature dropped from a balmy 82° to a crisp 51°. In the dark, I opened my tool kit and searched using one small flashlight. While dropping tools all over the parking lot, I scrambled around until I found the right socket and wrench to tighten the electrical connections. Once tightened, the car fired right up. I picked everything up and put them back in the trunk while the car warmed up. The drive to the gate at Hershey was less than a half mile.

Overall, I had a wonderful day. While I spent my time walking about and meeting all of our Club friends and other various regional friends, the car was judged. It drew a lot of interest. I was grateful for all of the '41 owners and others who came by to see the car and give me some good advice about things they saw that were wrong. The first person was Marty Watkins, a 1941 Cadillac



guru mentioned in the CLC Authenticity Manual, who was wonderfully generous with his time and expertise. He pointed out that the wiring in the car was in poor shape and needed to be replaced before causing a fire. The next few people who came by were quick to point out that the fan belts were old, probably original and flopping when the car was running.

Before heading back to Maryland, I pulled the generator up to tighten the first belt and then loosened the bolt for the water pump on the fan blade housing to get that one tightened. With the car squared away with a few other things, I started for home the next day. I felt adventurous, so I drove on the highway for the first time. Getting on I-83 right out of Harrisburg, the car went along like a champ going between 60 and 70 mph without any problems. It was running from hot to medium often. I was unsure what would be causing that, but overall it was a pleasant trip home and not quite as hot as the drive to Hershey.

After arriving home about three hours later, I put the car away and didn't think about it much for the next few days because I was busy with work and other things. My Godchildren arrived the following weekend and we took the car out for a drive. It lasted for all of about five minutes. When I started up the hill in West Annapolis, the car just stopped running. I let it roll back to a flat surface and tried starting it again, again and again, but it wouldn't start. A tow service was called and a flatbed took it to its garage less than a mile away. That was a wise choice in the long run.



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It was discovered that there was a bunch of rusty particles in the fuel pump filter screen (pictured left) that clogged the entire fuel system, carburetor and gas tank. Before anything else could be done, the tank was pulled, the carb and fuel pump were sent to be rebuilt and a new fuel pump and auxiliary filter were purchased and installed to prevent any fuel system problems in the future. With that corrected, I cleaned the entire engine compartment and replaced all of the hoses, most of which were original. The lower radiator hose literally crumbled in my hand. It took a few tries to get all the hoses and the correct clamps situated. In the meantime, I completely stripped the engine and repainted it in its correct color (pictured below left). When the car was purchased, the engine was painted some kind of strange blue, which made many people think that it was not the original engine. Once the painting was completed and everything was put back together, the car went to Trevoze, PA for Marty Watkins to rewire it and to fix a number of other small problems we found with the electrical system.



The rewiring went without a hitch, and all the small problems were addressed and corrected. Finally, everything electrical in the car worked. In designing the new wiring for the car a number of fuses were added because the car itself only had one fuse in the circuit breaker for the headlights. Working with YnZ's Yesterday Parts, Marty installed a beautiful wiring harness that was complete to the car. Once all the wiring was finished, he started to take the car on short drives to check out some other things people had shared with me. Prior to all of this work, the car had a peculiar skip that sounded like a valve problem. When standing behind the car, you could hear a little puffing coming from the exhaust. The engine didn't seem as powerful as it should have been with only 40,000 miles, so it was likely to be one or two valves, at the least, or possibly more.



In consultation with Marty Watkins, Jeff Hansen, owner of a '41 and '42 Cadillac, and Harry, the car went to an engine specialist, who was highly recommended by all three of them, named Don Miller. He has a stellar reputation of replacing, repairing and working on L-head Cadillac engines for the past 30-40 years. The failed valve that was making the puffing sound for the exhaust was identified and replaced. The heads were magna fluxed, sanded, blasted and then repainted in their correct color. Don found both the frame and the engine numbers, which are original to the car. Once the engine was finished and the car returned home, I quickly began my ventures of driving it locally to see how she would go. It's literally like driving a brand-new car! I'm so grateful to Harry Scott, Marty Watkins and Don Miller. This has been a great experience.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle June 2020



CADDIE CLASSIFIEDS

Cars For Sale



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 – Tripple 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 – Car is located in St. Louis, MO



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 – Car is located in St. Louis, MO



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 – Car is located in St. Louis, MO



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



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



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 – Car is located in St. Louis, MO



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

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Caddie Chronicle

June 2020



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 – Car is located in Dunkirk, MD



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



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 – 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 – Car is located in Greenbelt, MD



1965 Fleetwood – 50,000 original miles – Engine completely professionally rebuilt with only 200 miles – Runs very smooth – New paint and some upholstery work – Body tight with no rot or fiber – Great tires – Please email to weider@att.net for original owner's manual and service records – [See pictures](#) – Asking only \$79,000 – For more information, contact Matt Weider at 703-463-7859 or 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 – Car is located in Greenbelt, MD



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

Automobilia For Sale



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 – Desk is located in St. Louis, MO



Cadillac & LaSalle Club Potomac Region Caddie Chronicle June 2020



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

Commercial Ads

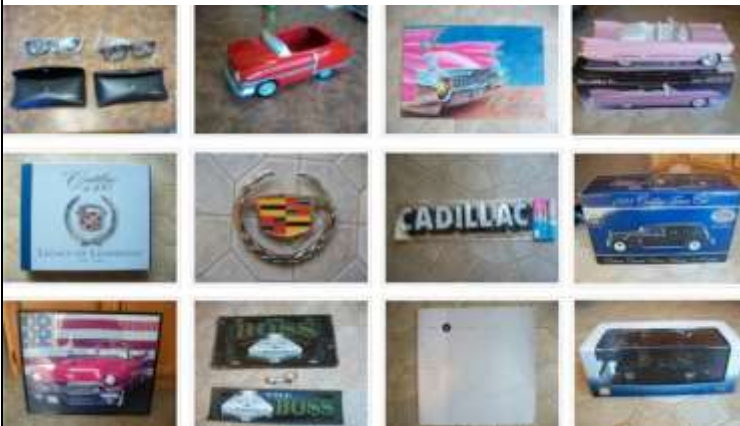
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