



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle August 2020



## DIRECTOR'S MESSAGE BY DAN RUBY

### 2020 OFFICERS:

REGIONAL DIRECTOR  
AUTOMOBILIA AUCTIONEER  
SUMMER PICNIC HOST  
DAN RUBY

ASSISTANT REGIONAL DIRECTOR  
CENTRAL VA REGION LIAISON  
NEWSLETTER COLUMNIST  
CHUCK PIEL

TREASURER  
BILL HILLIARD

SECRETARY  
ASSOCIATE NEWSLETTER EDITOR  
SANDY KEMPER

ACTIVITIES DIRECTOR  
SCOT MINESINGER

CAR SHOW COORDINATOR  
NEWSLETTER COLUMNIST  
VALLEY FORGE REGION LIAISON  
LYNN GARDNER

MEMBERSHIP DIRECTOR  
FRANKLIN GAGE

NEWSLETTER EDITOR  
WEBSITE MANAGER  
VINCE TALIANO

NATIONAL DIRECTOR  
NEWSLETTER COLUMNIST  
JACK MCCLOW

### OTHER KEY POSITIONS:

NEWSLETTER COLUMNIST  
RITA BIAL-BOXLEY

NEWSLETTER COLUMNIST  
CHRIS CUMMINGS

NEWSLETTER COLUMNIST  
SUSAN DENCHFIELD

CAR SHOW SPONSOR AND HOST  
DANIEL JOBE & CAPITOL CADILLAC

NEWSLETTER COLUMNIST  
TOM MCQUEEN

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

As you know, most every car show planned for the rest of this year has either been postponed to 2021 or cancelled (see events calendar on page 5). However after discussing with Daniel Jobe and the other officers, our Annual Car Show at Capitol Cadillac, now scheduled for September 20, is still on but with some restrictions in place (several are listed below). This is likely your last chance of 2020 to attend a judged car show in the area. For a complete list of car show rules, please read the show flyer on pages 6-7.

--All activities, including the Awards Ceremony, will be outdoors. **TEMPERATURE CHECKS ARE REQUIRED** to enter the dealership for restroom use only.

--**MASKS ARE MANDATORY**. This is necessary to offer an environment of reasonable safety. Social distancing must be practiced.

--Local government regulations currently **LIMIT TOTAL ATTENDANCE TO 100 PEOPLE, SO PRE-REGISTRATION IS REQUIRED** for planning purposes. There will be limited on-site registration and only if the maximum limit has not been reached.

--**VEHICLES WILL BE PARKED IN EVERY OTHER SPACE.**

--**NO FOOD VENDORS** are allowed, so all participants and guests should bring their own food and drinks.

--Since all activities are outdoors, **NO SEATING WILL BE PROVIDED**. Participants and guests should bring their own chairs.

-- **AUTOMOBILIA AUCTION HAS BEEN CANCELED.**

Again, these are just a few of the changes that we all must adhere to while attending the show. If all of us follow the guidelines listed, we should be able to enjoy a happy and safe show. If you would like to volunteer, please contact Lynn Gardner at [lynngardner@clcpotomacregion.org](mailto:lynngardner@clcpotomacregion.org).

I'm looking forward to seeing many of you and your vehicles there!

*Dan Ruby*



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



## **IN MEMORIAM: REAR ADMIRAL S. DAVID FROST CONTRIBUTIONS BY [TRIBUTEARCHIVE.COM](http://TRIBUTEARCHIVE.COM)**

Rear Admiral S. David Frost of Oakton, VA passed away on Saturday, June 27 at the age of 90. He was a former member of the Potomac Region and previous owner of a 1939 LaSalle Convertible Coupe. He was also a member of the Model A Ford Club of America and enjoyed driving a fully restored 1931 Model A Roadster to work for many years. Admiral Frost is survived by Dolores, his devoted wife of 66 years; daughter, Kathy (Mark) Duffner; son, Captain Dave (Sally) Frost, USN (Retired); daughter, Karen Frost; daughter, Mary (Francis) Frisby; eight grandchildren and four great grandchildren.



## **IN MEMORIAM: ART ARCHAMBEAULT BY VINCE TALIANO**

It is with great sadness to inform everyone that long-time CLC, Central Pennsylvania Region and Valley Forge Region member Art Archambeault passed away very unexpectedly on Monday, July 27 at the age of 68. Art and his wife, Jan, have attended many events in our Region, including the 2017 Grand National in McLean, VA with their beautiful red [1963 Eldorado](#), but are known most for hosting annual summer AACA Museum Car Show after parties / get-togethers at their home in Linglestown, PA, near Harrisburg. They treated all of us like family, making sure we had a delicious meal and cold beverages before making our long treks home. In addition to hosting those events, Art and Jan opened their home every October to CLC members who traveled from far and near to attend the Hershey AACA Fall Meet. We send our sincerest condolences to Jan and her family. Art will be greatly missed by all that knew him. View tributes below and on the [CLC Forum](#).



*Art will always be remembered for the gracious hospitality and friendship that he and Jan extended to the CLC group.*

*Richard Sills, Lancaster, Pennsylvania*

*Art was a great asset to the CLC, Central Pennsylvania Region and Valley Forge Region and a friend to many here in the Potomac Region.*

*Dan Ruby, Owings, Maryland*

*Art and Jan are two of our favorite people in the club. They personified the hospitality and fellowship of the CLC and our old car hobby. Art was a real "salt of the earth" guy.*

*Chuck Piel, Ellicott City, Maryland*

*Art was a true asset to the club and a wonderful friend to many.*

*Lynn Gardner, Arlington, Virginia*





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



## **IN MEMORIAM: J. ROGER BENTLEY BY VINCE TALIANO**



We recently lost one of our most active and longest-standing members, J. Roger Bentley of Brinklow, MD, at the age of 88. He passed away after a courageous battle against cancer. In 2005, as Director of the local region of the Lincoln & Continental Owners Club, he suggested a joint summer picnic with the two clubs. The [first one](#) took place that year at the picnic area at White's Ferry, MD. The next year Roger hosted the picnic [at his home](#) with a four-bay garage he affectionately called the "[Garage Mahal](#)" (pictured left). Picnics were held there with the two clubs through [2013](#).



In addition to the picnics, Roger was a regular attendee of our car shows and holiday parties, as well as the City of Rockville and All-GM Montgomery College shows. For the 2007 **Legacy of LaSalle** show at Capitol Cadillac, he matched the elegance of his two LaSalles by donning a tuxedo (pictured left). Most of the vehicles in his large collection have been sold over the years, but one of the LaSalles, the 1939 Convertible Coupe, was listed on eBay before his passing. The [auction](#) is still running with a **Buy It Now** price of \$39,995. Roger will be truly missed. We offer our sincerest condolences to his husband, Don Hibbard.





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



Below are some tributes.

*Roger hosted some wonderful get-togethers at his home and garage.  
Richard Sills, Lancaster, Pennsylvania*

*Roger was a great guy, good host and loved his cars.  
Harry Scott, Nokesville, Virginia*

*Roger was a dear friend and a great and hospitable member of our club.  
Chuck Piel, Ellicott City, Maryland*

*Roger attended 19 years of the All-GM Show at Montgomery College, often with a different car. He was always one of the first to register. His cars included two late '30s LaSalle convertibles, a '38 Cadillac Series 60 Special, a '55 Cadillac Coupe Deville and a '85 Cadillac Eldorado Biarritz. Last year he attended with a reproduction of a '53 Pontiac Sedan Delivery that was used by his Dad's flooring company. One year, when none of his cars would start, he entered a yellow late-model GMC van. He always attended the City of Rockville show with either one of the above vehicles, a '54 Lincoln Capri convertible or a '59 Lincoln convertible.*

*Cory Correll, Germantown, Maryland*

*Roger was always at the Potomac Region shows, and it was wonderful to talk with him.  
Lynn Gardner, Arlington, Virginia*





# **Cadillac & LaSalle Club**

## **Potomac Region**

### **Caddie Chronicle**

### **August 2020**



#### **JULY 20, 2020 MEETING MINUTES**

#### **BY SANDY KEMPER**

**PLACE:** Virtual Meeting via Zoom Application

**TIME:** 7:30 pm

**PRESIDING:** Director Dan Ruby & Secretary Sandy Kemper

**ATTENDANCE:** Franklin Gage, Lynn Gardner, Larry Good, Bill Harrison, Bill Hilliard, Oscar Jobe, Grady McMahan, Rick Menz, Earl Rutter, Jr., Harry Scott, Vince Taliano, Christopher Winter, Steve Zaricki and Michael Stinson

**DIRECTOR'S REMARKS:** Dan thanked everyone for attending and welcomed Michael Stinson, President, and Earl Rutter, Jr., Secretary, from the Valley Forge Region (VFR).

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

**TREASURER'S REPORT:** The Treasurer's Report covered the time period from the June 2020 meeting to date. The Region's income was \$42.52. The expenses for the same time period were \$111.95, resulting in a net loss of \$69.43 for the month. We are still waiting on the invoice from the AACA Museum for our adoption of the Betty White Cadillac. Sandy will contact them.

**MEMBERSHIP REPORT:** Our 2020 membership stands at 180. Bill Harrison mentioned that he had talked with a new CLC member, Harry Sharkey, who lives in Cockeysville, MD. Franklin will send welcome emails to Mr. Sharkey and five additional new CLC members in the Potomac Region, inviting them to join.

**ACTIVITIES REPORT:** The following activities were discussed:

#### **1. Recent Events:**

- Franklin was in attendance at the nine-day long Mecum Auction in Indianapolis recently. Vehicle and "Road Art" sales were notable, boosted by a large number of internet and phone sales.

#### **2. Upcoming PR Events:**

- **28th Annual Capitol Cadillac /CLC Potomac Region Car Show & Automobilia Auction:** The re-scheduled date will be Sunday, September 20. The Region's officers met with Daniel Jobe, President of Capitol Cadillac, and agreed to a number of conditions under which the show will be held. The show flyer has been revised and will be published in the August newsletter. As always, volunteers are needed to help with the show arrangements, including day of show assistance. If you are interested in volunteering, please contact Car Show Coordinator Lynn Gardner at [lynngardner@clcpotomacregion.org](mailto:lynngardner@clcpotomacregion.org).

#### **3. Other Upcoming Events:**

- **AACA Annual Grand Nationals, Wyndham Hotel, Gettysburg, PA, Fri-Sat, Aug 21-22.** Please note the new location. Visit the [AACA website](http://www.aaca.com) for more information.



# **Cadillac & LaSalle Club**

## **Potomac Region**

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- **CLC Central Pennsylvania Region Car Show, AACA Museum, Hershey, PA, Sat, Aug 22.** A flyer will be issued soon. They will have a DJ and a food vendor.
- **AACA Eastern Fall Nationals, Hershey, PA, Sat, Oct 10.** This meet is being planned as a **car show only** this year. The AACA, AACA Hershey Region and Hershey Entertainment & Resorts are solidly behind this effort, but approval to hold the meet by the Commonwealth of Pennsylvania is required and has not yet been secured.
- **Antique & Classic Car Show, Civic Center Park, Rockville, MD, Sat, Oct 17.** Although at meeting time we hadn't received notice, we learned on the following morning that the City decided to **POSTPONE** the show until next year.
- **Katie's Cars & Coffee, a.k.a. Great Falls Cruise-In, POSTPONED INDEFINITELY.**
- **Other Car Show Postponements:**
  - **Jalopyrama Hot Rod Show, Talbot County, MD, rescheduled for May 8, 2021.**
  - **AACA Bull Run Region Edgar Rohr Show, Manassas, VA, postponed until 2021.**
  - **AACA Sugarloaf Mountain Region Show, Urbana, MD, postponed until 2021.**
  - **All-GM Show, Montgomery College, Rockville, MD, postponed until 2021.**
  - **Mobtown Greaseball Show, Sparrows Point, MD, postponed until 2021.**

To view other events, visit <http://www.clcpotomacregion.org/eventslisting.htm>

**CLC NATIONAL NEWS:** Sandy, with the help of Michael Stinson, related information from Ronnie Hux, CLC Executive VP, about new initiatives being taken by the CLC Membership Committee to recruit new members and retain current members. One item to note is that there will be a Virtual Grand National held in September. It will follow the format of the successful Virtual Car Show produced by the VFR in April. Also, Lynn Gardner described the plans being made for the CLC Winter Board of Directors meeting to be held in the Charlotte, NC area from February 24-27, 2021.

**OFFICER ELECTIONS for 2021-2022:** Sandy reminded everyone that after the Car Show in September, in accordance with our By-Laws, we will be holding the bi-annual Election of Officers for the term 2021-2022. All members are encouraged to consider serving the Region by becoming an officer.

**GENERAL DISCUSSION:** The floor was opened for general discussion from the attendees. At this time, Dan Ruby extended an earnest appreciation to Franklin Gage for all he has done for the Potomac Region.

**NEXT MEETING:** Our next meeting is scheduled to be held on Saturday, August 15 at the Olive Grove Restaurant in Linthicum Heights, MD. As we get closer to that date, we will determine if the meeting will be conducted in person at that restaurant, some other venue or via the Zoom Application or a combination of these options. We will make the announcement via email in early August.

**ADJOURNMENT:** Meeting adjourned at 8:50 pm.



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## CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Jul 31- Aug 2 Fri-Sun		<b>CANCELED</b> 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 2 Sun	9:00 am – 2:00 pm	Reopening Cruise In & Celebration	AACA Museum Hershey PA	<a href="#">Visit website</a>
Aug 8 Sat	10:00 am – 3:00 pm	<b>POSTPONED TO 2021</b> 46th Annual Metro Chapter Buick Club All-GM Show	Montgomery College Rockville MD	Cory Correll at 240-686-0229 or <a href="mailto:corydraw@gmail.com">corydraw@gmail.com</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 21-22 Fri-Sat		<b>NEW LOCATION</b> AACA Grand Nationals	Wyndham Hotel Gettysburg PA	<a href="#">Visit website</a>
Aug 22 Sat	9:00 am – 3:00 pm	14th Annual CLC Central Penn Region 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 12 Sat	8:30 am – 3:00 pm	31st Annual All Chevy-GM Car Show hosted by the Maryland Camaro Club	CACI Parking Lots Annapolis Junction MD	<a href="#">Visit website</a>
Sep 19 Sat	8:00 am – 3:00 pm	<b>CANCELED</b> 45th Edgar Rohr Memorial Antique Car Meet hosted by the AACA Bull Run Region	Manassas Museum Manassas VA	Bill Sessler at 703-361-5491
Sep 20 Sun	9:00 am – 3:00 pm	<b>NEW DATE</b> 28th Annual Capitol Cadillac Car Show/ Automobilia Auction	Capitol Cadillac Greenbelt MD	Lynn Gardner at 703-303-7310 or <a href="mailto:lynngardner@clcpotomacregion.org">lynngardner@clcpotomacregion.org</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>
Sep 30- Oct 4 Wed-Sun	Gates open daily at 7am	Fall Carlisle	Carlisle PA	717-243-7855 or <a href="#">Visit website</a>
Oct 10 Sat	7:00 am – 2:00 pm	<b>TENTATIVE</b> AACA National Eastern Fall Meet	Giant Center Hershey PA	<a href="#">Visit website</a>
Oct 17 Sat	8:30 am – 3:30 pm	<b>POSTPONED TO 2021</b> 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>



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle August 2020



**THE SHOW IS STILL ON, BUT THE  
AUTOMOBILIA AUCTION HAS BEEN CANCELED.**

**28th Annual Capitol Cadillac /  
CLC Potomac Region Car Show**  
**NEW DATE Sun, 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**

**Awards presented at 3:00 pm**

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

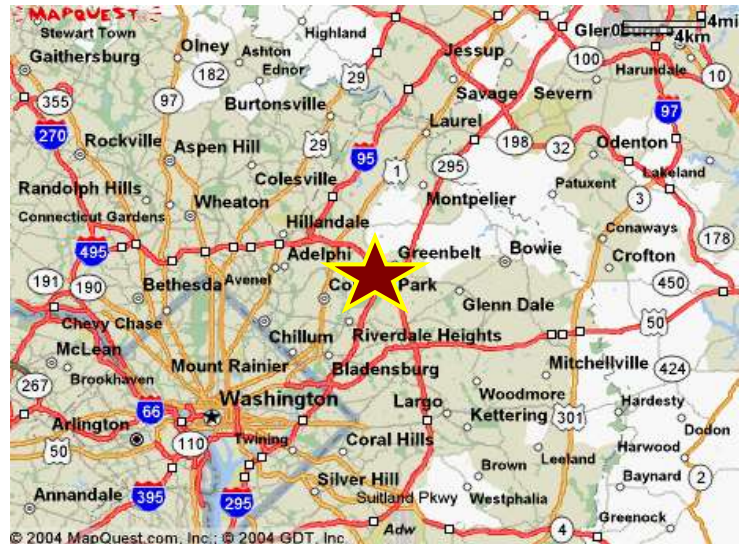
## LOCAL DIRECTIONS:

### 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](mailto:lynngardner@clcpotomacregion.org)

**Visit us on the web!**  
[www.clcpotomacregion.org](http://www.clcpotomacregion.org)





# Cadillac & LaSalle Club Potomac Region Caddie Chronicle August 2020



## Car Show Rules

- **Government and COVID-19 related safety rules apply:** (subject to change up to the date of the event)
  - All activities will be outdoors. **TEMPERATURE CHECKS ARE REQUIRED** to enter the dealership for bathroom use only.
  - **MASKS ARE MANDATORY.** This is necessary to offer an environment of reasonable safety.
  - Government regulations currently **LIMIT TOTAL ATTENDANCE TO 100 PEOPLE, SO PRE-REGISTRATION IS REQUIRED** for planning purposes. There will be limited on-site registration, only if the maximum limit has not been reached.
- **Rain Date:** Because all activities are outside, there will be a rain date of Sunday, September 27. If it is raining or threatening rain, please check your e-mail early on the day of the show. (Email Address required with registration form)
- **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 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. **VEHICLES WILL BE PARKED IN EVERY OTHER SPACE** and no parking will be allowed on the grassy areas, 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.
- **Food and Drink:** **NO FOOD VENDORS** are allowed, so all participants and guests should bring their own food and drinks.
- **Chairs:** Since all activities are outdoors, **NO SEATING WILL BE PROVIDED.** Participants and guests should bring their own lawn chairs.

## Car Show Registration Form

<b>Judging Classes</b> 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	<b>Other Awards</b> 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) Judge's Choice  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.
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### Registration Form (PRE-REGISTRATION REQUIRED)

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

Name(s): \_\_\_\_\_ **Total Number Attending:** \_\_\_\_\_

Address: \_\_\_\_\_ **Email Address (required)** \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

**Vehicle Registration Fee: (up until September 13: \$15/per car)**

Circle Make: CAD LAS Model: \_\_\_\_\_ Year: \_\_\_\_\_ Class: \_\_\_\_\_  Check box if you want your vehicle to be Display Only

Circle Make: CAD LAS Model: \_\_\_\_\_ Year: \_\_\_\_\_ Class: \_\_\_\_\_

**NOTE: By attending this Car Show, you and any guests voluntarily assume all risks related to exposure to COVID-19 and agree not to hold neither the Capitol Cadillac Company nor the Cadillac & LaSalle Club Potomac Region liable for any illness.**



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle August 2020



## A DREAM COME TRUE – PART II BY LARRY GOOD

In the [January issue](#) of the **Caddie Chronicle**, the first installment of the saga about restoring 1953 Cadillac Eldorado #352 included a link to a [YouTube video](#) showing the car leaving Steve's Auto in Swartswood, NJ for Port Newark on its journey to the Republic of Georgia. Back then there was no pandemic. Plans included body work in Georgia and chrome work in Armenia. My wife, Maia, and I normally split our retirement time between the U.S. and Georgia, a country that's been great for my collection and restoration hobbies.

When the car arrived at Port Poti, Georgia, the customs official scratched his head. Here was a stripped and rusty car full of old parts and new paint. He had never seen anything like it. We unloaded everything and spread it out in the parking space. I told him all of it was for restoring the car, but I had no receipts to show. He understood the old parts but worried that I might sell the new paint. I assured him the paint was just a liquid car part. When the Eldorado leaves Georgia, the paint would be on it just like all the other restored parts. We discussed every item and settled on values. I didn't even know the true value of the whole vehicle at this point, so he took the low-ball shipping insurance value. In the end, the customs bill was \$80 and change, extremely reasonable!

After clearing customs, it was time to load the car for cross-country transport. If you're not used to it, this can be a thrill. By now the sun had set. While watching somebody drive my dream car up a two-track ramp 10 stories into the dark sky, I had to tell myself to keep breathing – [see video](#).



The ship that carried 1953 Eldorado #352 through the Bosphorous Strait and across the Black Sea



Arrow above points out the moon over the Black Sea while the gas tank is filled from a Coke Bottle by moonlight



# **Cadillac & LaSalle Club**

## **Potomac Region**

### **Caddie Chronicle**

### **August 2020**



Relief came the next day with news the car had arrived safely at Garage Gold in Kakheti. Shop owner Dato and body man Zura jumped right on it. Early on they took a few minutes to show it to the whole country. Dato got a TV slot for Garage Gold again, this time featuring #352. [See the morning show](#) on Georgian TV.

Body work progressed quickly. Motivation was assisted by rewards and penalties built into the fixed price contract with a seven-page scope of work. The body was weak from extensive rust, so the men did as much work in place as they could to build strength. They also added temporary reinforcing bars to the body to prevent flexing during separation and handling. Separation went without a hitch. For the Guinness Book of World Records, I claim (without proof) that it is the only time in history that a '53 Cadillac rolling chassis has chased a lamb out of a body shop – [watch video](#). I'm satisfied with the body work. Despite whole sections having been rusted away and missing from sight, today the floor, fenders, rear quarters and rockers all have the same geometry as from the factory.



**Rust repair**

At the pace the body work was moving, I needed to return to Georgia right after the birth of our next grandson in the end of June, and personally supervise the painting. Maia and I had come back to the States for our daughter's wedding, our 50th wedding anniversary and a cross country second honeymoon in our '51 Pontiac. All of these were cancelled, of course, and so was our return to Georgia. Only the birth of our grandson wasn't bumped from the schedule, so there is still some good news.

In any case, I'm not too worried about the Eldorado getting painted. The Georgians had already proved they can paint. That's why they got the job. Not only did I provide them with high quality American paint, but the scope of work included detailed procedures for preparation and application. The procedures follow the manufacturer's recommendations, the CLC Authenticity Manual and best practice from experience. In advance of this job, Garage Gold bought a big new compressor and a modern air filter. Warm air and low humidity are the rule in semi-arid eastern Georgia – good for painting. I will "be there" for the painting on Skype, WhatsApp or Viber. This paint job will be better than from the Cadillac factory in 1953.



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1953 Eldorado #352  
Painting – Underside of Floor

- Sandblast
- Body filler & sanding
- Epoxy prime (green) – 2 thin coats
  - 4 parts prime 801-703
  - 1 part activator 965-60
  - 1 part thinner 352-50
- Apply with spray gun, roller or brush (best to worst)
- No sanding required
- Lasts ~ 2 days after mixing if kept cold
- More body filler & sanding (if necessary)
- Satin rust topcoat urethane (1 ½ qt included) – 2 regular coats




- 6 parts paint 62720
- 1 part hardner ESH-200
- 1 part activator ESX-510
- Best applied by spray or roller
- Only on bottom of floor
- Lasts ~ 2 days after mixing if kept cold

English

Sample Page, Paint Procedure

Russian

1953 Эльдorado #352  
Окраска – Дно пола

- Пескоструйка
- Шпаклевка и шлифовка]
- Эпоксид-грунт (зеленый) – 2 тонкого слоя
  - 4 части грунта 801-703
  - 1 часть активатор 965-60
  - 1 часть разбавителя 352-50
- Наносится спреем, валиком или кистью (от лучшего к худшему)
- Шлифовки не нужно
- Длится ~2 дня после смешивания, если хранить в холодном состоянии
- Больше шпаклевки и шлифовки (если нужно)
- Уретановый верхний слой краски полматового ржавого цвета (1 ½ кварты в комплекте) - 2 обычных слоя




- 6 части краски 62720
- 1 часть отвердителя ESH-200
- 1 часть активатор ESX-510
- Наносится валиком или спреем
- Только на дне пола
- Длится ~2 дня после смешивания, если хранить в холодном состоянии

I had already had two cars restored in Georgia before the Eldorado. They turned out to be good rehearsals, test cases, if you will. I learned exactly what the Georgians could do best. Body and paint work was good, but chrome wasn't one of their strong suits. Therefore, Dato helped me find Armen, who has a plating shop in Yerevan, Armenia. I went there twice to interview him. The second time he said, "By the way, I don't fill pits in castings." Oops! That presented a problem, but then Armen put me on to Ashot, who said, "I will fill the pits." So Ashot does the pot metal, and Armen does the steel. Each works in his own shop, but they coordinate their work. It turned out that Ashot can do plastic work, too, a pleasant surprise.



Turn Signals Before & After



Taillight After



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



The trouble is Armenia is another country whose capital, Yerevan, is eight hours away by truck from the Georgian capital of Tbilisi, with an international border in between. Fortunately, Dato knows a trucker, Boris, who is also a car collector that delivers freight back and forth between the two cities twice a week. When the pandemic hit, Georgia closed its entire border to personnel from all countries, but left one remote Armenian checkpoint open for freight. Boris is fluent in Georgian, Armenian and Russian, exactly the kind of person you want

for this purpose. Guards in both countries consider him as a native and wave him through. Boris carries my Eldorado parts across the mountain pass between the two countries during the pandemic at a very affordable price.

About the pandemic, Georgia is doing really well. Both the infection and mortality rates from coronavirus per capita are two orders of magnitude less than in the U.S. Armenia is somewhere in between. Each country has its own rules about quarantine and curfews. The good thing is that each shop involved in this restoration is family owned. Most of them are located on the same property as the shop owners' homes. The craftsmen roll out of bed in the morning and drink their coffee while walking over to the shop. They are free to work. Because of this advantage, restoration has continued during shutdown in three countries.

Meanwhile back in the States, Steve's Auto in New Jersey got the steering, suspension, brakes and fuel system ready, and installed the rebuilt engine from Penn-Dutch, before shipping the car overseas. He's one of those guys who grabs his coffee in the middle of the three steps from home to the shop. Steve continues working on loose ends like sorting small parts, Electro-vac pump restoration, radio repair and coordination of state-side vendors. Karl Cranston in Virginia has completed the interior upholstery kit in the correct red leather. We are waiting for the right chance to deliver it north. There is, however a critical missing part. If anyone knows where I can get an affordable top switch for a '53 Eldorado, please let me know.

In the next installment, the body should be painted; the chrome finished and the car shipped back to the States. Also, I should have pictures of the seats, interior panels and padded dash to show everyone. Our schedule will keep the car on track for debut at the 2021 CLC Grand National in Albuquerque, NM, but the world is not normal any more. Nothing is like it was, so the schedule might be thrown to the winds of COVID-19. The dream, however, stands untouched. Someday, somehow it will become reality!



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



**THE GREAT AMERICAN JUNKYARD: GOING FROM WRECKS TO RICHES  
BY JAMES R. CHILES  
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*Whether old-fashioned lots or newfangled boutiques, things are humming as they support our love affair with elderly autos*



**In Pick Your Part yard near Los Angeles, a weekend mechanic loosens battery holder using her own tools.**

Millions died in America last year, mostly in calamities: collisions, dives over cliffs, fires, floods. People drove them to it. Others were abandoned on the streets, to be attacked by urban gangs.

Shed no tears: these are automobiles on their way to the salvage yards. Further, with the parts they contribute, wrecked cars breathe new life into tens of millions of other cars, particularly the older models. Americans are crazy about old car-fins, bulges, portholes and all. The average age of automobiles on the road in fiscal 1983, the latest figures available, was 7.4 years, the highest since 1950; 29 million cars registered in the United States were ten years old or older.

Some countries are less enthusiastic about these veterans and their upkeep. The British don't allow salvage yards in metropolitan areas and the Japanese disdain to buy used cars and used auto parts. Even in America, salvage yards are the ragpickers of the multi-billion-dollar, multinational auto industry. They're usually grubby, a little dangerous, often frustrating—and fun. They're the unkempt museums of the car maker's art. Here, a customer can find the exact make and model of car he rode in as a youth. If he squints a little, it might even be the same one.



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**Salvage hounds at Pick Your Part in Sun Valley, California work over some open-hooded wrecks. The fellow at center brought his tools in a cardboard box; all must provide their own, which— along with elbow grease—they share freely.**



**In the yard of Vintage Auto Parts near Seattle, 1950 Buick Super lies in wait for another aficionado.**

A day of scrounging through an old-fashioned salvage yard is an Easter-egg hunt for adults. It's the village water pump, the potbellied stove in the general store. Here, in a ritual as old as the spark-plug wrench, car owners meet on sunny Saturdays to bark knuckles, smear motor oil on their foreheads and lay out cash for ring gears. Hardscrabble front-yard mechanics swap know-how with antique-car collectors.

Salvage yards, I discovered, are at least as diverse as snowflakes. At one extreme is the traditional junkyard, with the possibility of mud up to one's knees; way at the other end, the yards are organized, clean and even computerized. In exploring them, I'd be visiting both, so I decided to dress accordingly: work boots and Canadian Army pants for the mud, and an Oxford shirt for the fancy sites.

The fancy salvagers are a new, high-tech and mostly metropolitan phenomenon. They have showrooms that are comparable to those of new-car dealers. They offer steam-cleaned, tested and guaranteed parts at prices that are only a fraction (generally one-third to two-thirds) of what new parts cost. Mechanics remove major parts with power tools; computers tell them which parts to keep and which to scrap. Outside, their wrecks sit in neat rows, organized by make and model.

They advertise in newspapers and offer toll-free numbers. Yards specialize. They may sell only Chevrolets or Mustangs or foreign makes. One Arizona salvage yard sells only hubcaps. Concerned about muddy feet? An Oregon salvage "yard" with 350 cars is entirely contained in a six-story building.





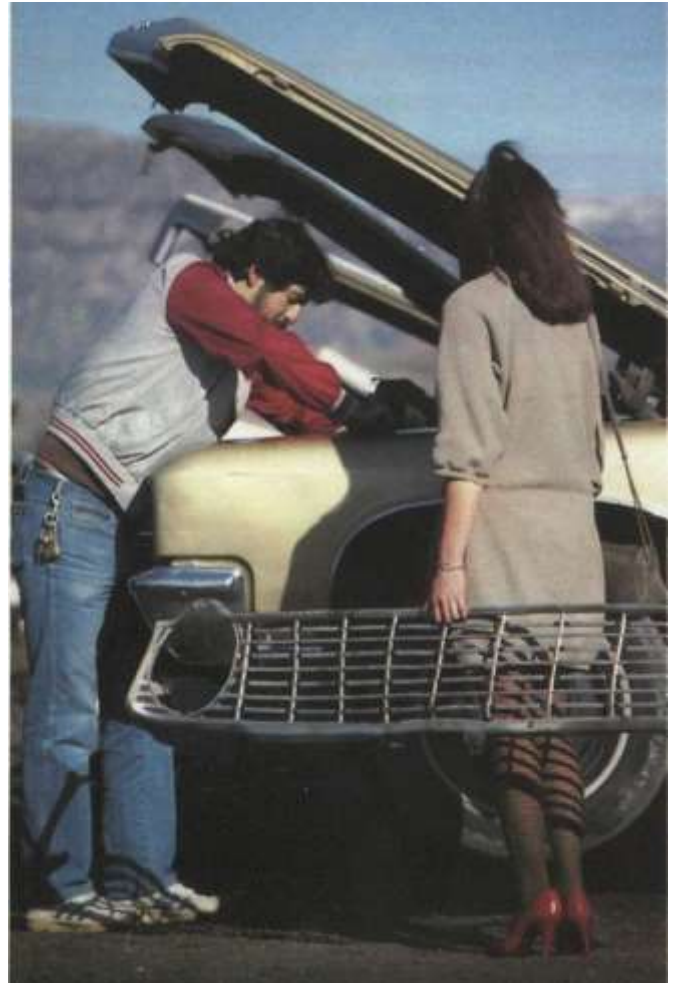
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Contrast this with the classic junkyard—and here's a quick way to assemble one: take several hundred old cars, trucks and appliances, and enough bedsprings to bounce a hospital ward. Age everything in water for a year. Then load the hulks into a fleet of bombers and drop them into a patch of weeds. Don't stop until they're heaped three high. Now bulldoze a web of muddy lanes through the morass with an oil-streaked tractor, move in an old gas station and pack it with ten tons of wheels, batteries, axles and radios. Finally, chain a mongrel to the gate.

Diversity, even disarray, are no strangers to the paradoxical world of auto salvagers. In this bizarre marketplace, left front doors are more valuable than right front doors. Engine models that don't hold up generally cost more than engines that do.

My introduction to salvage yards came in the summer of 1977. I was helping my brothers build log houses back then, and my duty one August day was to drive their 1958 GMC two-ton truck, heaped with oak logs, through a city to a building site. I should have guessed that this venerable truck, which had spent nearly all its miles on deserted country roads, would finally break down on a major two-lane artery at rush hour. A desperate repair with an iron pipe lasted just long enough to stall us in the fire lane of a large and busy supermarket. I ended up at a small, friendly establishment called Truxan Parts in Springfield, Missouri. Thanks to that yard, the old GMC still runs.



**Big date at Pick Your Part: Felix Marquez hunts for a bolt as his girlfriend carries a Ford grille.**

In the face of fashion, friction and rust, America's fleet of old vehicles rumbles on. Why do their owners go to the trouble? "I feel like I've been selected by fate to take care of it," college instructor Delmar Wipf explained. He bought a 1930 Model A Ford 16 years ago at an estate sale dispensing the worldly goods of a South Dakota gravedigger. "When I saw it, I knew I would have it the rest of my life."

"The day doesn't go by that somebody doesn't wave," said Tommye Hughes of his restored Chevrolets, dated 1957 and 1959. Hughes works at a bottling plant in Dallas. "I've been pulled over at 3 a.m. and told that their dad had this car, or they owned one in high school. It's the dependability. It's a simple motor," Hughes went on. "I know it inside and out. I can crawl inside the motor compartment and change spark plugs in five minutes."



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For most owners, maintaining an old car or a truck means weekends visiting obscure rural junkyards for replacement parts. "If you like a challenge, try to find parts for old European cars in American salvage yards," said Turner Collins, a college professor who owns eight foreign sports cars. Owning an old car might be a case of simple economizing, or it might be the symptom of a serious infatuation. Here's an easy two-word test to see if you fall in the latter group: the words are "road salt." If you're a car lover, you'll shudder at the thought.

"Rust is the main killer of cars," said Steve Gray of Springfield, Missouri, who owns three vehicles, none newer than vintage 1957. Salt eats out fenders, exhaust systems, springs and the frame. Gray has spent many happy hours restoring cars. Restoration means taking the whole thing to pieces. He'll clean and scrutinize each part and replace it if necessary. He doesn't start, though, till he's collected most of the salvaged parts he thinks he'll need. "You have to know where to look and exactly what you're looking for. My philosophy is not to get in a hurry." He prefers to visit salvage yards in winter—the underbrush is lower and there are "too many snakes in summertime."

"I can usually find what I'm looking for," said Beto Salazar, who owns two 1952 autos. "I have an established route of junkyards." Salazar is president of a lowrider car club in Grand Prairie, Texas. He prefers the older, more remote junkyards for their lower prices.



**In an inspired use of '63 Chevy, artist James Croak merged modes of transport that conquered the nation.**

Lowriding is a creation of the Mexican-American community in the Southwest. On weekend nights they meet to creep and hop around city streets in a jovial, if slow-moving, procession. Lowrider cars are commonly customized with streamlined bodywork, dropped suspensions and hydraulic lifters powerful enough to make the cars jump off the pavement.

Because lowriders have a strong preference for older American cars, salvage-yard owners are no doubt pleased by the hobby's growing popularity. When Salazar finds parts at a yard that he knows are in demand, he'll buy them all and sell them off at swap meets. By visiting these meets regularly, some car owners are able to stay out of the salvage yard entirely. It's a support network typical of old-car owners.

### **Sharing tools and inside information**

This mutual aid can be as simple as swapping tools in a salvage yard. When I spent an afternoon at Foreign Car Auto Parts in Upper Marlboro, Maryland, none of the customers seemed to have the tools he needed, but all got along. Mike Beatley, owner of a 1964 Jaguar, got pliers from another customer. An off-duty Washington policeman talked the yard's mechanics out of a pair of screwdrivers despite signs that said borrowing was forbidden.



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**Lisa Haug is lucky owner of everybody's dream car, a '56 T-bird, restored with parts from specialty yards.**

Even more valuable than tools is inside information from other old-car owners about where to find the salvage yard with the right pieces. It may be hundreds of miles away. Jane Scholl, of Smithsonian's editorial staff, has accumulated "a list of cannibal car places as long as two arms" during searches for parts to repair her 1961 Buick LeSabre convertible. She's driven out to one small yard in West Virginia three times; like many of its ilk, that yard still uses dogs to guard its premises at night.

Labor and land prices are going up all over the country, and rivalry is stiffening. Factories compete with salvage yards by manufacturing new replacement parts for popular-model autos. In Los Angeles it's not unusual for a late-model wreck to attract 25 to 30 bids from salvagers at the insurance company auctions. Pushing wreck prices up further are auto-theft rings that pay lavish prices for new wrecks not for their salvage value, but for their identification papers and numbers. The rings use these to legitimize stolen cars.

Other criminals depress resale prices by stealing cars and cutting them up for parts "chop shops" in the jargon. The most popular are front-end body parts and doors; not popular are engines and transmissions because those carry individual identification numbers and may be traced. Some of the chopped parts will move into the shadier, lower echelon of salvage yards—those that carry little or no documentation on what they sell. Legitimate yards, on the other hand, can account for the origin of most stock. Auto-body repair garages probably consume most of the chopped parts. In fact, a Philadelphia detective says that some crooked auto-body shops will hire thieves to steal late-model cars for just one assembly, such as a door or a front end. The cars are typically abandoned on back streets, where scavengers quickly strip them; or they are immediately shredded to destroy all evidence. "Auto theft is one of the worst things we have to deal with," said Joe Rogers, a Missouri salvager. "We can't compete."

"There's no question that a shakeout is under way," said Barry Isenberg, a salvage-industry consultant based in Cupertino, California. His company sifts through the accounts of 250 salvage clients each month. The majority are losing money. But a minority are doing extremely well. "There are about 14,000 U.S. dismantlers," Isenberg said. "Of those, I doubt that five percent could be called businesses. The rest are run by ex-service-station operators, body men and tow-truck owners. It's very similar to the way things were done 50 years ago."

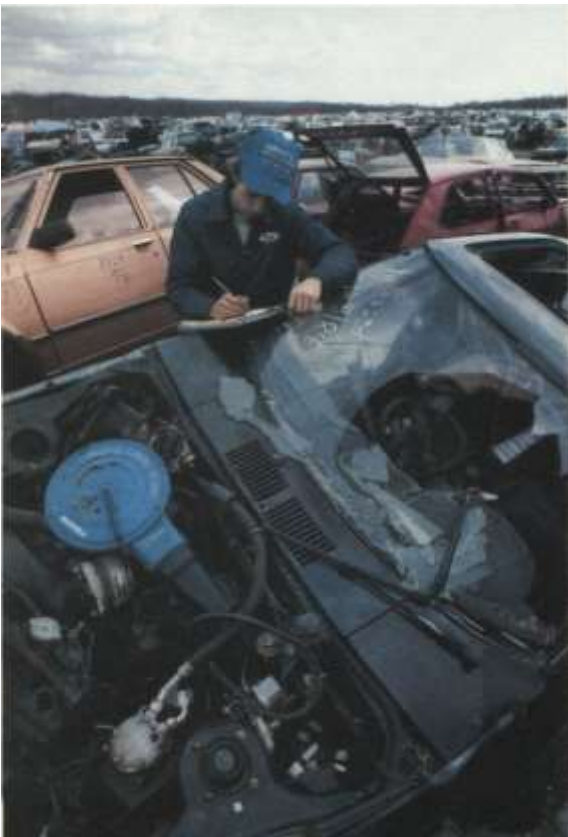
Bridging the gap between the old-time junkyards and the computerized auto salvagers are people like Terry Jarvis. His company, Vintage Auto Parts Inc. of Woodinville, Washington, sells parts for the older cars that junkyards specialize in, but uses the sharp management methods of the high-tech salvagers. Leanness and meanness aside, though, it's clear he shares his customers' nostalgia for old cars.



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To understand how much cars mean to Jarvis, you have to know that as teenagers he and his brother Jon dismantled more than 100 Fords in the front yard of their parents' Seattle home. They sold most of the parts, but Jarvis kept the chrome grille off a 1933 Ford under his bed. "You always have a part you covet," he said fondly, and I could almost see the glint of chrome in his eyes. He still owns it—it's hanging on the wall by his office door like a trophy. When we talked, Jarvis wore a striped shirt and green shorts. With his glasses, slender build and gray-specked beard, he looked like a professor on holiday. The front-yard salvage "created a lot of tensions in the neighborhood and the family," he reminisced. "Of course, when you're 16 you can do anything." Several years later the brothers moved out of the front yard and into a business.



**At Linder's in Worcester, Massachusetts, Dave Channell fills out an inventory card for new arrival.**

Now the business is part salvage yard, part warehouse and part library. It stocks 500 cars on ten acres. Most are antiques or special-interest vehicles. There's no mud in sight—the cars sit on concrete pads and gravel. The warehouse holds many shelves of "new-old" auto parts, most of them still in the original packaging. Cylinder-head gaskets are filed like dossiers, marked by metal dividers. Generator brushes are kept like wiry preserves in the original manufacturers' glass jars, vintage 1930. How many parts in all? Millions, said Jarvis.

Jarvis and his brother spent more than two decades fishing these parts out of the defunct dealerships, attics and basements of America. How to know what fits what? Vintage's fireproof library vault holds thousands of parts catalogs dating back to the First World War. They even sell a catalog of their own.

The counter men greet customers in a boutique-like showroom. Antique fans on the high ceiling flap the fronds on big green ferns. Well-stuffed chairs extend their arms in welcome. Chromed auto parts rest on stately green and red velvet, in oak-and-glass cases.

We went back to Jarvis' office after the tour; he hurried a black cat ("our junkyard cat") off my chair. "Just what is the difference between old and new cars?" I asked. "Why are people so devoted?" He thought for a moment, then answered without the chauvinism that many old-car

buffs display. Cars made in the Thirties through the Sixties, Jarvis said, "are modern enough to be comfortable and serviceable. They're powerful, big and roomy. Back then, when a Buick went down the road, there was no mistaking it. But the real difference is that new cars don't lend themselves to being fixed by the amateur mechanic."



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Handling those late-model cars is the job of high-volume, mostly urban salvage yards. Because competition is hottest in this wedge of the salvage market, they're the most receptive to new ideas in marketing, inventory control and management. One of the snazziest of the new generation is Lakenor Auto Salvage, located in a Los Angeles suburb. General manager Herb Lieberman's father and grandfather started the business in 1952 out of a small metal shed. Today, they operate out of a tile-trimmed front office that looks like a suburban bank. Lieberman keeps the founders' rusty old shed in the back of his otherwise ultramodern four-acre lot.

Lot space is so tight here that Lakenor stacks its wrecks on racks, three high. Inside the warehouse, mechanical parts all have places on a three-story set of racks to keep them out of the weather. "It took longer to design the racking system than the building," observed Lieberman.

In Lakenor's showroom I found customer Jim Phelps waiting for mechanics to retrieve a pushrod for the engine in his 1971 Eldorado. As the owner of six cars, he does a lot of part hunting. He'll drive up to 50 miles to find a part. "This is one of the best wrecking, yards around," he said. When Phelps is not out hunting down car parts, he works as an aircraft engineer.

An engineer in a salvage yard? The arrival of the clean, efficient yard has widened the used-parts clientele from front-yard mechanics to a typical retail mix. "We're now seeing housewives, and businessmen in three-piece suits coming in on their lunch hours," said Paul Kawolis, an executive with Linder's Inc. of Worcester, Massachusetts. Linder's is one of the busiest auto salvage yards in the country.

Some customers come only to buy parts on behalf of a shop that's working on their car. A middle group will tackle the whole repair themselves. The most dedicated will personally strip the wrecks. Targeting this cost-wary crowd is a Spartan variation on the modern salvage yard: the high-volume, self-service operation. On a hazy Saturday afternoon I visited the Pick Your Part Auto Wrecking yard in Sun Valley, California. It's only about 30 miles northwest of Lakenor Auto Salvage, but it's worlds away in comfort and pricing—both are at a minimum.

At 1 p.m. I was standing in a lot full of wrecked cars. All around were the steely sounds of open-hood surgery: the snickety-snick of socket wrenches, the hollow thud of hammers on fire walls, the busy rattle of tools in toolboxes. And the whir of a chain: two customers were pulling an engine out of a brown Toyota with a portable hoist. The engine got hung up and the man wearing a white shirt thrust a pike in to cut something loose. I heard a pattering and saw red transmission fluid, clearer than blood, running onto the dark dirt as they heaved again and the engine swung free. Already that day hundreds of people had paid 50 cents admission to enter this 16-acre urban preserve.



**Carefully marked, inventoried and lined up, salvaged oil pans in one of Linder's stockrooms await buyers.**



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Customers scurried for cover as oversize forklifts hustled fully-stripped cars out of the rows and down the lanes to a big orange crusher. They rumbled back with fresh prey held high (many were abandoned cars purchased through police garages). Mere seconds after a forklift set down a foreign station wagon, a half-dozen people gathered to pull and pry at it. Self-service yards offer extremely low prices: car doors for a flat \$22 and eight-cylinder engines for \$110 if the customer brings in his old part.

Somewhere in between the glossiness of Lakenor and the utilitarian sparsity of Pick Your Part is Saw Mill Auto Wreckers' yard in Yonkers, New York. It's been in business here, among the frame houses of Yonkers in a narrow industrial belt following the Saw Mill River, since 1946. Saw Mill dismantles and sells 2,500 to 3,000 cars per year out of this four-acre lot.

I waited for assistant general manager John Cilento, son-in-law of president Joe Americo, to finish his transactions. Cilento stood at a desk, holding a phone receiver to each ear. But his head and elbows were free and when somebody at the counter in the next room had a question, he gestured an answer through the door. He was uniformed in blue and wore a short-trimmed beard. Behind him were 11 clipboards stuffed with receipts, clinging to wall hooks. Near the door the paneling was worn at shoulder and hip level by years of leaners. Two open telephone circuits muttered fuzzily from speakers placed at opposite corners of the small room.

Each of these circuits, called "long lines" in the trade, can connect a yard with dozens of others for searching out an elusive part. Each functions like a full-time party line. Counter men pick up a receiver, bellow out the name and model of the part they want and hope somebody will reply.



**In Vintage's showroom, cofounder Terry Jarvis holds his prize 1933 Ford grille—"a work of art," he says.**

Most of the room's red-and-gray linoleum floor was taken up with a long table and another desk. The second desk held a computer terminal. The screen glowed with green columns of numbers. In a different setting it might have looked swank. Not here: heaped on the beige monitor were an old car radio, a blue pulley wheel, a tube of lubricant, a coffee cup and a stack of legal pads. The keyboard was stained with the dark fingerprints of somebody who had been handling engine parts.

We walked around Saw Mill's yard and stopped to watch the mechanics strip a car with air tools. Moving on, Cilento explained that some customers are rebuilders who have made a specialty of repairing cars that look hopelessly wrecked. We stopped at a 1983 Eldorado in the front lot; it was

black with red plush upholstery. "This came in burned," he said. "The guy welded on a different roof, replaced the door with a salvaged one and put in a salvaged interior." He showed me the weld joints, which were nearly invisible. "That hulk came back as a \$15,000 car."



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Among the modern salvagers, parts pricing is based on supply and demand. Demand is set by how many cars of that type are out there and how often they get in trouble. The parts best in quality are frequently the hardest to sell; owners don't need replacements.



**Saturday the 22nd, 11:30 a.m.: a wrecked Datsun pickup arrives in yard; by noon, left door is gone.**

One fast mover is the left front door. "The most popular door is always the driver's door, by two-to-one," said Joe Simone of Hunts Point Auto Wreckers in New York City's South Bronx. That's due to left-turn collisions and to passing cars that tear off the door as the driver starts to get out in traffic. New York's rugged streets also consume truckloads of brake rotors and suspension parts. Simone has a computer rummage through his inventory list every six months to finger slow-moving parts for disposal.

Salvagers have been scrapping many of the unsellable parts, but more and more they're discovering buyers at long distance. West Texas farmers want good used engines for their irrigation pumps. Washington State needs Arizona's excess of used windshield-wiper motors; Arizona needs

Washington's air conditioners. Detroit drivers want fenders to replace those eaten by road-salt rust. Surplus parts go via freighter to Israel, Lebanon and Australia.

American salvagers are buying over long distances, too. Linder's of Massachusetts has sent its buyers out in a corporate airplane to pick up hail-damaged cars from Texas and flood-soaked cars from Indiana. Fitz Auto Parts of Woodinville, Washington, buys two container loads of used engines from Japan each month.

"The Japanese don't like to buy used cars, or anything used," said Lewis Simons, a correspondent for Knight-Ridder Newspapers based in Tokyo. "The people turn over their cars every three years and buy new ones." Also nudging them to buy new is a national auto-inspection fee that escalates as cars age. The result of the fee and the throwaway ethic is a used-car market so depressed, he said, that he heard the owner of a mint-condition Datsun 240Z offered to sell it for \$400 and still couldn't rouse any interest. The annual inspection fee for the ten-year-old car was \$700.

What happens to the unwanted used cars of Japan? Though they are typically only a few years old, low in mileage and well maintained, many countries can't use them because they're built around a driver's seat on the right-hand side. "I watched them drive used cars off the transporter, cut the engines and transmissions out and scrap the rest," said a Los Angeles auto dismantler who visited Japan in 1983.



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**Eight miles west of Amarillo, Texas roadside sculpture entitled *Cadillac Ranch* memorializes the old chariot. The work was commissioned by Stanley Marsh 3, and is by a group of West Coast artists called Ant Farm.**

All cars must die, but recycling and scrapping have not always been the end of the road. Rural counties have used old cars for erosion control on riverbanks, and biologists have dumped them off New York Harbor as simulated reefs. And, too, cars can be art. In 1974 a group of San Francisco artists known as Ant Farm planted ten Cadillacs nose down in a Texas wheat field belonging to Stanley Marsh 3. The same year Los Angeles artist-inventor Phil Garner assembled several furnishings from cars he'd found in San Francisco salvage yards. A sofa that he built from the rear end of a 1954 Chevrolet Bel Air had working taillights.

After some months of musing about old cars, old salvage yards and how they fit into the cosmos, I've decided nostalgia needs at least ten years to germinate. Consider this excerpt from *The Insolent Chariots*, a book written by John Keats: "In times past, a dented fender cost perhaps eight dollars to repair. Today, mechanics must strip the entire side from the machine to iron out an insignificant wrinkle.... In view of the Model T's widespread acceptance, it seems proper to wonder why the thing is no longer made, or perhaps, it is more proper to wonder why, with our increased technical ability, there is not now a cheap, safe, practical, simple, sturdy and economical American automobile on the road."

This book was published in 1958. That's the year my favorite GMC truck was built; a year in which, many enthusiasts now say, cars were stylish, cheap, sturdy and easy to maintain. It's not unusual today for restored 1958 models to sell for more than they did when new. I have no doubt that some of this year's new models will be in desperate demand in **2020**, when most of us are complaining about the latest aircars.





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## CADDIE CLASSIFIEDS

### Cars For Sale

**Car #1**



**Car #2**



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

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



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



**1948 Series 75 Limousine** – 46,650 original miles – Although 1,262 examples were manufactured in 1948, just 446 cars were built with body style 7533, of which only a small percentage were finished as seven-passenger limousines – Offering great originality and the distinction of executive transport – Rare and remarkable originality, offering an outstanding example of Cadillac's celebrated long-wheelbase Fleetwood – Optioned with a Hydra-Matic transmission, radio, heater and fog lights – Driver's seat is black buttoned leather and the rear seat is tan wool and in beautiful condition – Jump seats offer room for a total of nine passengers – Professionally repainted in its original black in the last 15 years – Always garage kept – Don't miss out on your chance to own this rare classic! – [See pictures](#) – **\$24,750** – For more info, contact Baxter Saucier at [baxter.apc@gmail.com](mailto:baxter.apc@gmail.com) or 337-366-2370 – Car is located in Lafayette, LA



# Cadillac & LaSalle Club

## Potomac Region

### Caddie Chronicle

### August 2020



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



**1954 Eldorado 6267SX** – Beautiful Aztec Red – Frame-off, nut and bolt restoration – Ready to roll and perform flawlessly as a driver or show car at any venue – All new parts and equipment throughout this show car – Original Wonder Bar radio received an AM/FM conversion by S&M Electro-Tech, Inc. – Original clock refurbished by McVey's Cadillac – Marvelous Eldo is a real head turner that will not disappoint on or off the road – [See pictures](#) – **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



**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



**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



**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



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



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle August 2020



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

### 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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### Commercial Ads



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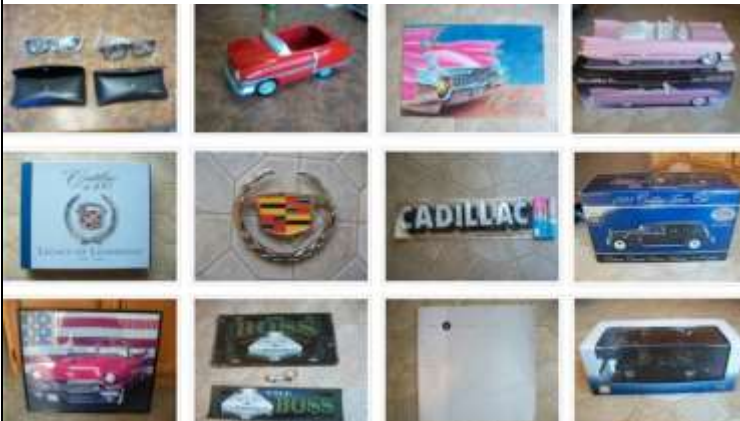
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**CLC members receive a 15% discount on all parts purchased directly from Capitol Cadillac's Parts Department.**

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

Cadillac collectibles and die cast cars also available



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**HOPE EVERYONE HAD A HAPPY AND SAFE FOURTH OF JULY!**





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



## **2020 OFFICERS**

<b>NAME</b>	<b>POSITION(S)</b>	<b>PHONE NUMBER</b>	<b>EMAIL ADDRESS</b>
Dan Ruby	Regional Director Automobilia Auctioneer Summer Picnic Host	301-343-1463	<a href="mailto:danruby@clcpotomacregion.org">danruby@clcpotomacregion.org</a>
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>
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Scot Minesinger	Activities Director	703-283-2021	<a href="mailto:scotminesinger@clcpotomacregion.org">scotminesinger@clcpotomacregion.org</a>
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