



Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2021



DIRECTOR'S MESSAGE BY DAN RUBY

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NEWSLETTER COLUMNIST
SUSAN DENCHFIELD

NEWSLETTER COLUMNIST
TOM MCQUEEN

CENTRAL PENNSYLVANIA REGION
LIAISON
NEWSLETTER COLUMNIST
RICHARD SILLS

I wish all of you a Happy New Year, sadly it started the same way 2020 ended in "pandemic mode!" As a result, the CLC Winter Board Meeting scheduled for February has been cancelled. On a positive note, I look forward to working with our 2021-22 officers, including the two new ones: Dianna Moy and Christopher Winter who begin their respective terms this month.

Congratulations to Josh Pinho who purchased Capitol Cadillac's 1999 Fleetwood Limited. He first became aware of the car a couple of years ago and wrote an article in [the April 2019 issue](#).



Meet the owners of [Sport Cadillac](#) on page 6. I look forward to meeting them in person in the coming months to discuss plans for our annual car show and automobilia auction.

The Region wishes Randy Denchfield a full and speedy recovery from recent surgery.



L to R: Karen Ruby, Henry Ruby, Dan Ruby, Karen, Henry, Diane Ruby, Karen and Jo Jo Ruby

It is with great sadness to inform everyone that my sister, Karen Ruby, passed away recently at the age of 53. Please keep my family in your prayers and thoughts.

Keep those wheels turning, and I hope to see you soon!

Dan Ruby



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LETTERS TO THE EDITOR



December 3, 2020

I would like to extend my profound thanks and appreciation to Daniel Jobe for his long-standing support of the CLC Potomac Region car shows at Capitol Cadillac since the first one in 1992, which occurred just after my tenure as Region Director. At the first show was my 1956 Cadillac (pictured below) as well as my parents (Bill & Virginia Thomas pictured below left next to me and Region charter member Juan Aranda).



The success of the Capitol Cadillac shows over the decades, due to Daniel's enthusiastic sponsorship, has been one of the key ingredients in the continued success of our Region. Capitol Cadillac and Daniel Jobe will always be amongst my most cherished Cadillac-related memories. I wish Daniel the very best in the future. Again, many thanks to Daniel Jobe!

Bill Thomas, CLC Potomac Region Director, 1985-1991
Warrenton, Virginia

December 1, 2020

Looking at all the old pictures of the Potomac Region car shows at Capitol Cadillac sure brought back memories of all the great times we had. It is sad to see so many who are no longer with us. I don't expect there will ever again be big Cadillac shows like the **Legacy of LaSalle** held in 2007 anywhere except at CLC Grand Nationals. We send a big thank you to Daniel Jobe for all the support he has given to us over many years.

Jack & Nancy Hotz
Haddonfield, New Jersey



L to R: Barbara & Bud Coleman,
Daniel Jobe and Nancy & Jack Hotz



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CAPITOL CADILLAC MEMORIES BY GEORGE & RITA BOXLEY



The announcement last month about Capitol Cadillac represents “an end of an era.” As readers could see by clicking on the individual car show dash plaque designs from 2003-2020, there are plenty of photos documenting those shows. Below are some photos from car shows at Capitol Cadillac prior to 2003 that further demonstrate the camaraderie enjoyed at the events. The hospitality of Daniel Jobe (pictured left presenting Rita Bial-Boxley with an award) and the dealership will never be forgotten.



LaSalle Dance Orchestra and Dancers at *The Roaring Twenties* theme show



Former Region Director Nick Wilson (seated) with Ben Berman (left) and the late Buddy Abell (right)



The late Steven Sisson, Potomac Region co-founder, under the hood of his 1964 Eldorado



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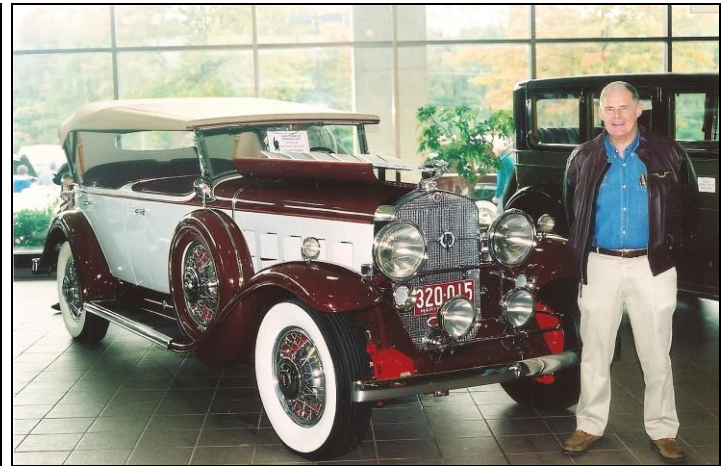
Former Region Director Bill Sessler (standing) with Mary Moscati (left) and the late Paul Estaver (right)



George & Rita Boxley's 1931 Cadillac V-12 Imperial Sedan



L to R: Vern Parker's 1939 LaSalle, Randy & Susan Denchfield's 1935 LaSalle and George & Rita Boxley's 1930 Cadillac



Dick Shonk with his 1931 V-12 Cadillac Sport Phaeton, Fleetwood style 4760



Gary Bacon's 1953 Series 60 Special



Joe & Maria Camelio with their 1960 Series 62 Convertible



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Attendees waiting for the awards ceremony to begin in the showroom



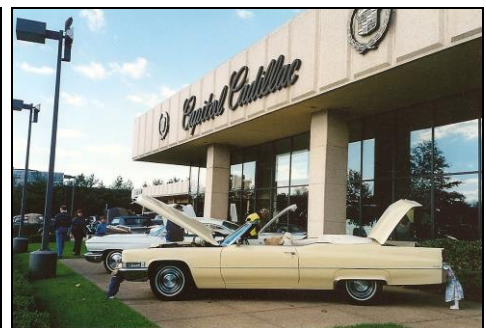
Rita Bial-Boxley with former *The Washington Times* columnist Vern Parker and his 1939 LaSalle



The late Carl Morrison (left), his wife, Patty, and Harry Scott with the Morrissions' 1959 Series 62 Convertible



L to R: Mark Brodsky, Bill Sessler and Richard Sills with Harry Scott's 1937 Series 75 Convertible Sedan



L to R: Harry Scott's 1937 Series 75 Convertible Sedan and Richard Sills' 1969 Deville Convertible
George & Rita Boxley's 1938 V-16 Series 90 Imperial Sedan



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Greetings,

If you are not aware, Capitol Cadillac has been purchased by Sport Automotive. [Sport Cadillac](#) is now your manufacturers designated dealership for Cadillac Sales and Certified Service. Much like Capitol Cadillac, Sport Automotive has been a family owned and operated dealership, recently celebrating fifty years in business. Our award winning sales and service team is dedicated to "Above And Beyond" customer service much like you have received for so many years with Capitol Cadillac.



As we look forward to meeting you in person, as we do with all of our "Fans", we wanted to reach out with updated information as quickly as possible regarding your new sales and service location. Below you will find contact information for Cadillac Sales and Certified Service. Please look for more thorough communications in the near future.

Regards,
Gibbs Fogarty
Owner / General Manager
Phone: 240-560-5383
Email: gforarty@sportautomotive.com

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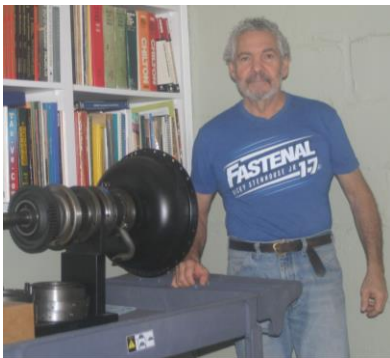
MEET THE NEW OFFICERS

BY DIANNA MOY AND CHRISTOPHER WINTER



Dianna Moy, Secretary

When not doing Potomac CLC duties, Dianna Moy is a senior-level business development, management and Information Technology professional with extensive background and hands-on experience working with small to large businesses, corporations, non-profits, and local, state, and Federal government agencies. She is currently working with two Federal agencies: the Federal Aviation Administration (where her other half, Dale Graves, works as a Federal employee) and the Federal Energy Regulatory Commission (FERC). In her spare time, Dianna is also a published photographer and model, and loves bowling. Her interest in cars is through Dale, who has several Cadillacs ranging from 1941 Series 6227D Deluxe Coupes to a 1999 Deville to a 2004 XLR.



Christopher Winter, Activities Director

Born in Massachusetts and raised in Honolulu, Christopher Winter became a licensed driver at age 15 (50 years ago). He sold a bicycle to buy his first car, a '59 Chevrolet Impala. Christopher's next two cars were a '65 Cadillac Calais and a '67 Cadillac Sedan DeVille hardtop. Coincidentally (maybe not), the Sedan DeVille was the same model as his present Cadillac, hence his moniker on the Cadillac Forum – Savemy67.

Christopher's father was also a fan of Cadillacs and he owned a few while he was growing up ("fond memories sitting on his father's lap, taking the wheel and being enthralled by the Cadillac dashboards"). "At one point my father was a purchaser for Sheraton Hotels, and I remember he and some of his colleagues getting into a '59 Cadillac to go to New York to have lunch with Jackie Gleason."

While his father loved Cadillacs, he had zero mechanical ability. On the other hand, Christopher has been swinging a wrench since he was five years old. "My father could buy a new tool on Saturday morning and it would be destroyed by Saturday evening." He continues to "save his '67," but progress is on hold as he considers his retirement options that include plans to build a dream garage/shop with a two-post hoist. "At my present age and condition, it is difficult to crawl under any car. Having a hoist will give me a new lease on my restoration-project life." In the meantime, he has been collecting automatic transmissions used in Cadillacs (he has 10 so far with a plan to do a series of videos for the CLC website, on the operation, dis-assembly, assembly, and differences between all the automatic transmissions used in Cadillacs since 1941. An ambitious project indeed, so if anyone has a '52 Hydra-Matic, TH425, or 6L80E that they would like to donate, contact Christopher at cchwinter@cavtel.net.



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CADMAD: THE ANATOMY OF A RIDLER WINNER

BY AARON ROBINSON

HAGERTY MEDIA

NOVEMBER 26, 2020

PHOTOS BY KURT LIGHTFOOT/WILL GIBSON

REPRINTED WITH PERMISSION



CadMad is a hot-rod fever dream of an atomic-age family wagon that looks like 1200 gallons of chilled rosé trying to go supersonic. It has yards of metal in it from a hyper-rare 1959 Cadillac and some scraps from a 1956 Pontiac Safari. But otherwise, it is all hand-formed, pearl-coated, wet-sanded, chrome-plated, and turbo-injected custom perfection.

Jordan Quintal II remembers the first phone conversation about CadMad. "Steve Barton contacted me and said he had a Cadillac that he wanted to build into a station wagon. 'Can we do it?' I said, yes, we can do it—we can do anything with enough time and money." Quintal remembers the second conversation with Barton, too. "He said, 'I want to do a Ridler car.'" Quintal knew that when the word "Ridler" is spoken, everything changes.

The Don Ridler Memorial Award trophy has been handed out every year at the Detroit Autorama hot-rod show since 1964. A gleaming silver cup perched on a flying arc of perforated aluminum mounted to a large black plaque, the trophy is the Nobel Prize of hot-rodding. The rules are dead simple: Any car from any year is eligible, so long as it is operable and has never appeared anywhere previously. Winning a Ridler once in a lifetime is all most builders ever dare aspire to.

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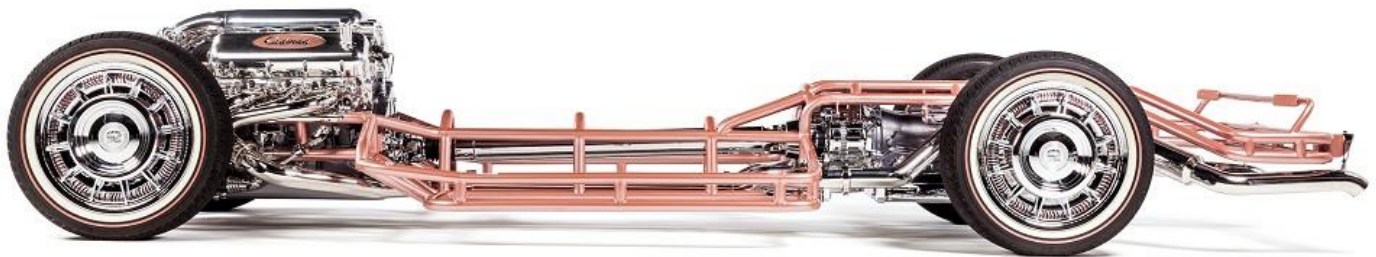
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Quintal had already built two contenders, a '56 Ford pickup that made it into the final judging round—which Autorama calls the “Great Eight”—and a '49 Chevy coupe named “M-80” that took the Ridler in 2001.



The 18-inch custom-made wheels mimic the stock 15s. All engine accessories mount in the rear.

That was the last year of the old era, the year before Chip Foose arrived with a '35 Chevy dubbed “Grand Master” that blew the level of craftsmanship required to win (as well as the price) straight through the roof. It costs clear over a million to win a Ridler now, but Quintal has been around. He owns Super Rides by Jordan, a slightly shaggy industrial unit filled with carcasses of old cars and situated in the beating heart of the hot-rodding enclave of Escondido, California. Now 70, Quintal started building cars as a teenager, and he knew instantly the level of insanity that Barton was suggesting. “Every square half-inch has to be perfect,” he says.

Some shops won't touch Ridler projects because of the way they eat time and rack up seven-figure bills. In the months before the show, the car consumes the entire shop; everything else stops. On show weekend, the pressure is tectonic. Owners who have waited years while writing mountains of checks are target-fixated on the prize. You can only debut at Autorama once—every car gets just one shot at the title. Losing owners sometimes don't pay their bills, and shops say they often don't make much—if anything—on Ridler cars. “It's not for everybody,” says Quintal, with supreme understatement. “You have to have the right owner.”

Stephen F. Barton seemed to be the right owner. The Las Vegas-based scion of an Oklahoma appliance-rental empire, Barton designed his own hot rods and had 37 cars in a collection underneath a 16,000-square-foot mansion filled with antiques and big-time art. He had the means and the enthusiasm, but the proposed project was enormous: The donor car was 19 feet long and had more than 5,000 pounds of steel, iron, and glass in it, much of which would need to be cut out or heavily modified. Quintal had already been there, done that, but like everyone who works in the hazy borderland between machinery and art, he felt the magnetic pull of the Ridler, of dazzling everyone with something new. He told Barton, “OK.” CadMad would devour \$2 million and the next 16 years of his life.

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The project was unique from the get-go, since the starting point was no ordinary Cadillac. In 1959, GM contracted with the Italian design house Pininfarina to build a special four-door Eldorado Brougham with unique sheetmetal and trim. The special Eldo eschewed the taller fins and dual-bullet taillamps of the other '59s for the less flashy dorsals that later appeared on all 1960 Cadillacs. Barton owned two of the Pininfarina Cadillacs, which retailed new for \$13,075, almost twice the sticker of a '59 Biarritz convertible.

CadMad is the 85th Brougham built out of a total of just 99 cars. It arrived at Quintal's shop in 2002 and immediately got stripped and acid-dipped. Quintal's plan was to gut the body, shape the shell into the wagon form Barton had in mind, and then build a frame and powertrain to go underneath. He put his then-teenage son, Jordan Quintal III, to work welding up the body. "This was his college education," Quintal says.

CadMad was essentially proportioned around its hood and its top, which kept their stock dimensions while almost every other dimension of the car changed. "We didn't want the top to look small compared to the rest of the car," says Quintal, "or widen the top, because it would look like it was hit on the head with a pan." So the car's overall width shrank by 4.5 inches, which doesn't sound like much but is akin to shrinking your house by 4.5 feet. All of the huge fenders had to be sectioned, trimmed, and rewelded. The front bumper and grille, which have almost 300 pieces between them, had to be cut and seamlessly sewn back together. Ditto the rear trim, which like the rest of the Cadillac's exterior bits are unique to the 99 cars that Pininfarina built. Each of the irreplaceable jet-afterburner taillight housings were cut down the middle and sectioned to be narrower, and new lenses had to be fabricated from scratch.

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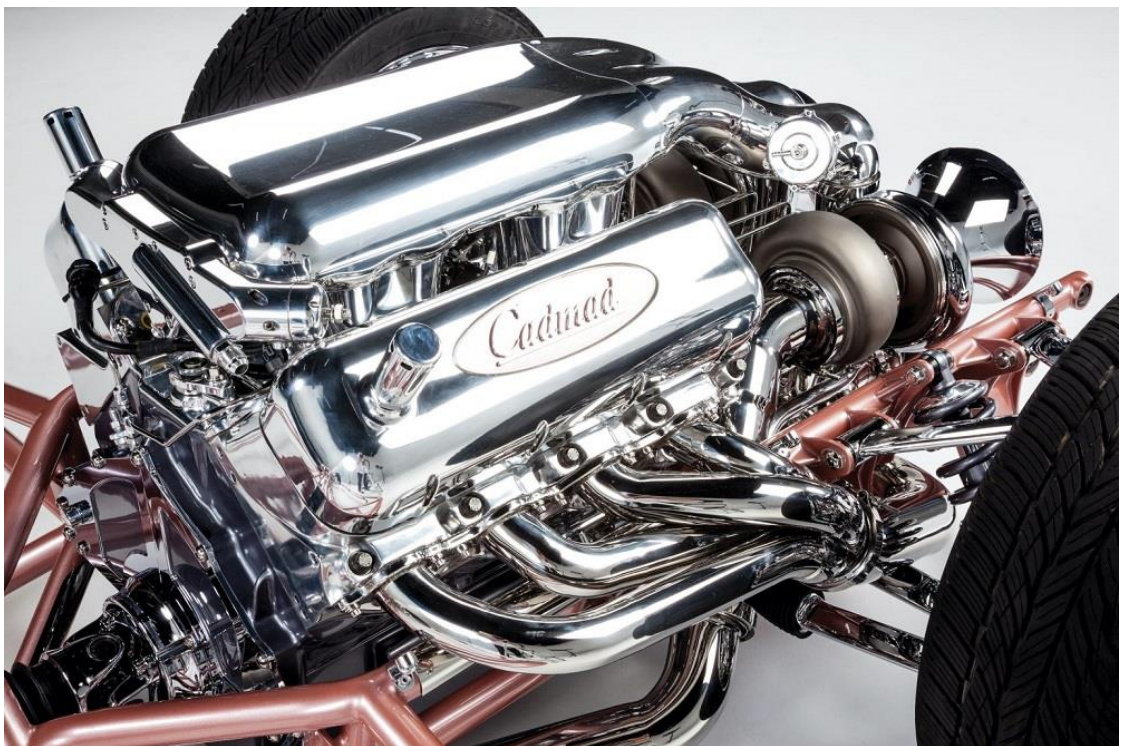
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The windshield base slid rearward, the doors were extended aft by 6 inches, the rear doors were tossed, and the body was sculpted with metal to fill the holes. The overall length of the car was clipped by 18 inches, and the Quintals also chopped not just the roof but the rest of the body as well, sectioning the whole car around its midriff to remove 2 inches of height. A clean-enough 1956 Pontiac Safari wagon hulk was found, and the Quintals pruned off the top and sold the rest. At the end of nearly two years of cutting and welding and hammering and rolling and filling, the Quintals had basically roughed together the shell of a 1959 Cadillac station wagon in 7/8-scale. Now the work began underneath.

Barton's vision for the engine was to keep the car's lineage pure Cadillac by shoving together two 1990s Northstar V-8s to make a V-16. The plan was to turn the aft Northstar backward to mate the two mills at the crank, and a hot-rod engine builder in Pahrump, Nevada, was hired to do the job. Meanwhile, the Quintals turned their attention to the tubular steel frame. The engine would lay in a



The 632-cu-in twin-turbo big-block melted the dyno with 1025 horsepower and 979 lb-ft of torque before it was installed. One wonders if it will ever see full throttle again.

cradle at the front while a live prop shaft would turn the rear-mounted torque converter inside the Corvette 700R4 automatic transmission. The thicket of exhaust tubing would flow around the components, strategically anchored to appear as if floating on air. It would be Quintal's first build with a transaxle, so the learning curve was steep. When we asked if there were computer drafting files or drawings of any kind, Quintal simply pointed to his forehead. "It's all in here."

A Ridler builder intent on winning strives to make the car look "clean," as if it runs on space waves and is held together by fairy glue. Thus, much of the agonizing detail work goes into hiding things. False walls are built to shield the plumbing and wiring. Fasteners screw into hidden captive nuts, their heads vanishing behind seamless plugs or overlapping sheetmetal. Welding fillets are painstakingly sanded and shaped to disappear. Hinges are tucked away out of the light. As in any theater production, the builder just wants the audience to see the show, while the fluids and fasteners and electrons labor like stagehands behind the curtains.



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CadMad was fully assembled and fully disassembled too many times for the Quintals to remember. Everything had to be tested and retested for assembly and fit before painting. The younger Quintal designed and fabricated all of the window trim from scratch so that screw heads wouldn't be visible; then he had to figure out how to install it once the paint was in place. They invented a through-bolt system for the mostly hidden rear wheels so that the wheels could be removed by pulling the bolts inward from underneath the car.



To preserve the classic look of the original steering wheel, they machined a new one from billet aluminum and resized it to fit the rest of the car. The Quintals made the dash and stacked center console from metal, just playing around with shapes until it looked right. The custom gauge pack from Classic Instruments cost \$7,000, and the seats are a pair of re-sculpted and reupholstered thrones from a

A paddle-shift idea failed just months before the show, so the Quintals quickly made an elegant console shifter.

modern Cadillac CTS-V. Master pinstriper Lyle Fisk, a contemporary of Von Dutch, painted the "wood trim" on the dash and doors to match the slab of exquisite butcher block lining the cargo area, which the Quintals had finished to a glassy brilliance.

There were problems. The builders sank \$3,000 into a paddle-shift concept that didn't work. The upholsterer managed to scratch the \$3,900 windshield, so in went a new one. And then there was the engine. After three years, the guy hired to marry the two Northstars had yet to produce anything. At that point, Quintal urged Barton to abandon the vision of a modern V-16 and consider something more conventional. Barton swallowed his huge disappointment and agreed, if only to keep the project moving. Tom Nelson of Nelson Racing Engines in Chatsworth, California, committed to building CadMad an appropriately outrageous motor. The 632-cubic-inch big-block V-8 feeds from two giant turbos and has parallel injection systems to deliver pump gas or, when goosed, racing fuel. The engine cost \$97,000 after all the shouting was over, but at least it fit in the long hole meant for the V-16 once the Quintals laid out the turbos like twin forward-facing bazookas.



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After experimenting with shades of blue, Barton and Quintal settled on Fawntana Rose, a color that was close to a stock '59 Cadillac hue. All the parts were moved to a professional booth and painted by Quintal at the same time so the temperature and humidity would be identical, and thus so would the paint shade. The pearl-coat paint itself wasn't too expensive—"I think it was four grand," recalls Quintal—but with hundreds of hours of hand-sanding and finishing in every corner, including the frame, the floor, the doorjambs, the wheel wells, and the backside of every panel that might be visible, the paint job ran to a staggering \$300,000. The amount of work is "like painting five nice cars," says Quintal.

The judging at the 67th Detroit Autorama started on Wednesday, February 27, 2019.

Over the next four days, a team of seven judges undertook the task of winnowing some 30 Ridler candidates down to the Great Eight, and finally down to a winner. "One thing that stood out about CadMad to me was that not one area of that car was left untouched," says Butch Patrico, president of the Michigan Hot Rod Association. "The underside was as nice as the top. Also, it was such a large car. When you take on a build like that, your margin of error is huge; it's very different to build a car that big."



Except for the powertrain, everything under CadMad's floor was made from scratch. The cargo area was finished to glass-like perfection with automotive clearcoat, the dash painted to match.

The following Sunday, CadMad was crowned, but Steve Barton wasn't there. Barton died in January 2018 at the age of 76, having never driven CadMad or seen it completed. Craig Barton said his brother asked him before he died to finish the car, and Craig honored his brother's wish, arriving in Detroit to see CadMad for the first time. "I was stunned by the enormity of the undertaking. It was gorgeous, way beyond what I expected. My regret is that Steve won the award that he wanted to win his whole life but didn't live to see it."



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Back in Escondido, the Quintals watched from afar as CadMad crossed the block at Barrett-Jackson's Scottsdale auction for what seems like an absurdly low price of \$302,500. Quintal just shrugged. "It's worth exactly what someone is willing to pay for it." He and son Jordan have plenty of new projects. In the work bay where CadMad came together, there's a wild pro-street Camaro project in pieces, and other half-finished cars crowd the shop. Would they do another Ridler? Quintal shakes his head. "I don't want to do another one." Then he points at his son. "He can."

CadMad 1959 Cadillac Custom

Donor cars: 1959 Cadillac Eldorado Brougham, 1956 Pontiac Safari

Engine: Turbo-charged V-8, 10,357 cc

Power: 1025 hp @ 5800 rpm

Torque: 979 lb-ft @ 4600 rpm

Build cost: \$2 million

2020 auction sale: \$302,500



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URGENT YEAR-END APPEAL

The ACA Museum in Hershey, PA needs your help as we face mounting challenges.

We all know this is not a typical year. We are currently closed for the second time during the Pandemic, compounding the Museum's financial challenges.

Your year-end contribution is needed now more than ever. The Museum relies on supporters like you. Your [tax-deductible gift](#) fuels the preservation of automotive history, provides educational resources, presents world-class exhibits, makes amazing visitor experiences, and enriches our guests' everyday lives.



Donate Now!

We are optimistic that 2021 will bring the changes needed to overcome the global health crisis and return to providing the world-class exhibits and programs you have come to expect. While there's light at the end of the tunnel, the length of our journey remains unclear. Your immediate help is crucial to keeping the Museum strong and prepared to serve when we can safely and effectively reopen.

Please support your Museum by making [a year-end gift](#). On behalf of our Board of Directors, volunteers and staff, I thank you for your unwavering support.

Thank you,
Jeffrey Bliemeister
Executive Director

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CADDIE CLASSIFIEDS

Cars For Sale

Car #1



Car #2



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

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



1952 Fleetwood Series 60 Special – 75,800 miles – Second owner for the last 41 years – Mechanical records and full shop manual included – Car runs well, but needs full cosmetic restoration – Hagerty condition "Fair" states price range \$5-7K – [See pictures](#) – **Asking \$5,500** – For more info, contact Adam Garfinkle at 301-704-2462 or adam.g1951@gmail.com – Car is located in Potomac, MD



NEW ARRIVAL 1967 Fleetwood 60 Special Sedan – 126k miles – Driven by the original owner until 1997 – After his passing, the original owner's son moved the Cadillac to a carport where it has stayed for 22 years – Although this storage was relatively dry, the back windows were left partially open and mud daubers/mud nests were found in the interior of the car – To get the car operable to sell, the points, condenser, battery & fuel pump were replaced and the car started - Rubber fuel lines above the fuel tank were cracked so to run a small plastic gas container was placed under the hood – Front brake cylinders are seized however the rear brakes work by using the emergency brake pedal – Car was driven approximately 1.5 miles recently and then returned to its original storage spot – Although everything is in rough condition, the drivetrain appears good – A lot of good original parts available – Last VA inspection sticker expired March 1998 – [See pictures](#) – **Asking \$3,950** – For more info, contact David DeJarnette at 540-718-3919 or dejf5@comcast.net – Car is located in Culpeper, VA



1970 Sedan Deville – 41k original miles – Purchased in 2012 by the current owner from the original owner's grandson in Baltimore as a father/son project – Reliable Cadillac that runs and drives as new on four Diamondback radials with the correct white wall pattern (spare too) installed in 2020 – [See pictures and details of work completed](#) – **Asking \$19,000** – For more info, contact Scot Minesinger at 703-283-2021 or rscotm@cox.net – Car is located in Fairfax Station, VA



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Merchandise For Sale



2021 CAPITOL CADILLAC CALENDARS
FINAL YEAR available - Four different ones:
Classic Cars, Muscle Cars, U.S. Destinations
and Beaches

\$7.50 for one, \$12.50 two, \$15.00 three or
\$17.50 for all four (postage included)

Send a check made out to the
Vincent Taliano indicating which one(s) to:

Vince Taliano
14 Triple Crown Court
North Potomac MD 20878



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The Region receives a portion of the
proceeds.



CLC POTOMAC REGION CLOISONNÉ GRILLE BADGE

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

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

Vince Taliano
14 Triple Crown Court
North Potomac MD 20878



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Framed Prints & Posters, Die-Cast Cars, Books, Barware,
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