



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2021



## DIRECTOR'S MESSAGE BY DAN RUBY

### 2021 OFFICERS:

REGIONAL DIRECTOR  
AUTOMOBILIA AUCTIONEER  
SUMMER PICNIC HOST  
DAN RUBY

ASSISTANT REGIONAL DIRECTOR  
CENTRAL VIRGINIA REGION  
LIAISON  
NEWSLETTER COLUMNIST  
CHUCK PIEL

TREASURER  
BILL HILLIARD

SECRETARY  
DIANNA MOY

ACTIVITIES DIRECTOR  
CHRISTOPHER WINTER

MEMBERSHIP DIRECTOR  
FRANKLIN GAGE

NEWSLETTER EDITOR  
WEBSITE MANAGER  
VINCE TALIANO

NATIONAL DIRECTOR  
NEWSLETTER COLUMNIST  
JACK MCCLOW

### OTHER KEY POSITIONS:

ASSOCIATE NEWSLETTER EDITOR  
SANDY KEMPER

NEWSLETTER COLUMNIST  
RITA BIAL-BOXLEY

NEWSLETTER COLUMNIST  
CHRIS CUMMINGS

NEWSLETTER COLUMNIST  
SUSAN DENCHFIELD

VALLEY FORGE REGION LIAISON  
NEWSLETTER COLUMNIST  
LYNN GARDNER

NEWSLETTER COLUMNIST  
TOM MCQUEEN

CENTRAL PENNSYLVANIA REGION  
LIAISON  
NEWSLETTER COLUMNIST  
RICHARD SILLS

Well, we begin a new month with the weather improving, so it is time to pull the covers off, the cars I mean! In addition to the Potomac Region Tech Day scheduled for June 5 (see page 8), there are two major CLC events in the works. The first one is an Inter-Regional Meet that will be held in August in Hershey, PA (see registration flyer on pages 9-10). The second one, a CLC Reunion in November in Kissimmee, FL, was just recently announced. Full info will be in June issue of *The Self-Starter*, but in the meantime, page 7 includes some details including hotel booking info.

I have been in touch with Sport Cadillac and we have a meeting scheduled for the latter part of this month to make plans for our Annual Fall Potomac Region Car Show. I'm excited about the new venue and hope to announce the date for this show soon. We need you to show your support and register when the show information becomes available.

Another event being discussed is our Annual Potomac Region Summer Picnic at my home. My wife, Jo Jo, and I have scheduled Saturday, September 11 to host the event, if at least 25-30 people plan to attend. Please email your RSVP to [danruby@clcpotomacregion.org](mailto:danruby@clcpotomacregion.org) by June 15. If the response is less than that, the event will not be held.

Sadly, two valuable members recently passed away, Charles Gillet and Mike Barruzza. I was able to attend Mike's funeral in Pennsylvania and offer condolences on behalf of the Region. Read tributes to their incredible lives in this issue. Also, we send our condolences to Jim Govoni and Jeffrey Journey on the passing of Jeffrey's mother.

We plan to host the Monday, June 21st meeting in-person, in addition to Zoom, at the Silver Diner in Merrifield, VA. It will be an opportunity for everyone to drive their cars!

Welcome back to Richard Sisson, who recently returned to the area.

Hope to see everyone soon!

*Dan Ruby*



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2021



**IN MEMORIAM: CHARLES B. GILLET, JR.**  
**BY AMERICAN VETERANS CENTER, DICK MARRS AND VINCE TALIANO**  
**PHOTOS BY RANDY EDISON, SANDY KEMPER, DICK MARRS,**  
**JACK MCCLOW, CHUCK PIEL AND VINCE TALIANO**



**2019 National Memorial Day Parade where Charles Gillett was an honored attendee**

CLC Potomac Region member Charles B. Gillet, Jr. passed away on March 31 at the age of 97. Born in the Worthington Valley area of Baltimore County, Maryland, Charles graduated from Yale University, where he was a champion swimmer. During World War II, he trained for service in the United States Navy at Coronado, CA. From there, he was shipped to the South Pacific, where he served with distinction in the island campaigns toward the Japanese homeland. A Navy 'Frogman,' Gillet served as one of the forerunners to the present-day United States Navy SEALs, performing reconnaissance missions throughout the Pacific campaign. He would return to duty in the Korean War, setting the stage for generations

of SEALs to come. In January 2021, Charles, then the oldest living 'Frogman', was interviewed by the American Veterans Center. [View](#) the video.



As the owner of magnificent automobiles, including a 1931 Cadillac 452A V-16 All-Weather Phaeton and a 1931 Cadillac V-8 Convertible Coupe (pictured above at Rockville in 2017), Charles attended concours-type events across the U.S., in addition to the City of Rockville (MD) Antique and Classic Car Show (one of his favorite local shows).



**Charles B. Gillet, Jr. with his 1931 Cadillac 452A V-16 All-Weather Phaeton 2008 Hilton Head Island Concours d'Elegance & Motoring Festival**



# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2021**



While attending the Pebble Beach Concours d'Elegance in 2016, he was interviewed by *Road & Track* magazine. In their November 2016 issue they told the story of how Charles came up with the idea for a British-style automobile publication in the early 1950s and drove from Maryland to California to pitch it to their magazine. His idea led to a position as Associate Editor, which he held from 1954-57. In the early 1960s, he opened a Volkswagen dealership in Baltimore County. He added other marques until selling his dealerships in 1994.



In 2005, Charles attended the Fall Car Show at Capitol Cadillac that **[Celebrated V-12 & V-16 Cadillacs](#)**, with his 1931 Cadillac 452A V-16 All-Weather Phaeton. It won Best of Show. This multi-award winning car was discovered as a "basket case" and restored over four years by Al Prueitt & Sons in Glen Rock, PA. The build-sheet revealed that the car was shipped in October 1931 to the Cunliffe Cadillac Company in Baltimore. The body is one of the last built by the original Fleetwood Company in PA. In 2010, the car was at the **[Fabulous Fleetwoods](#)** Fall Car Show, where it again won Best of Show, which it repeated at the 2013 **[Colossal Convertibles](#)** Fall Car Show (pictured top left is Charles speaking with Chuck Piel at the Fleetwood show). It is one of only a few cars to win three Best of Shows at the Capitol Cadillac / Potomac Region car shows.



In 2013, he served as the Honorary Chairman of the 7th Annual St. Michael's Concours D'Elegance, where he was given a special award for his years of association with the event. He attended with Potomac Region member Gene Sauter, his dealership service manager from years ago, and Gene's wife, Betty (pictured left).



In 2016, Charles graciously offered the 1931 Cadillac 452A V-16 All-Weather Phaeton to the Potomac Region for its display at the Washington Auto Show. To say the car was well-received is an understatement. The number of attendees who took selfies with the car from a bygone era was unbelievable. RIP, Mr. Gillet. Thanks for your service!



# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2021**



**IN MEMORIAM: MICHAEL A. BARRUZZA  
BY GALZERANO FUNERAL HOME, GREGG D. MERKSAMER AND VINCE TALIANO  
PHOTOS BY LYNN GARDNER, SANDY KEMPER AND VINCE TALIANO**



**Michael A. Barruzza with his  
1995 Fleetwood Brougham  
2016 Capitol Cadillac / CLC Potomac Region Fall Car Show**

CLC Potomac Region member Michael A. Barruzza of Bensalem, PA passed away on April 12, 2021 at the age of 72. Born in Philadelphia, Mike served in the US Navy during the Vietnam War. Following his service, he returned home and worked in the family business at Central Supply. He also was a bus driver for the Pennsbury (PA) School District for 34 years.

Mike had a large collection of Cadillacs and professional cars. As a member of the Professional Car Society (PCS), where served as President from 1995-97, he was a longtime, loyally active PCS Northeast Chapter member and a peerlessly visionary liaison between the PCS and the Cadillac & LaSalle Club (CLC). He was instrumental in the 1999 creation of the CLC Award that is still presented annually to the highest scoring Cadillac or LaSalle-based pro-car at the PCS International Meets.

As a member of the CLC, he was active in many regions, mostly with his local Valley Forge Region, where he served as President from 2004-2005. In 2017, he and his wife, Vicky, were essential in the planning and running of the Grand National held in McLean, VA. They attended car shows hosted by Capitol Cadillac / CLC Potomac Region for many years with a multitude of different cars including a 1940 LaSalle (pictured left) and a 1963 Cadillac Sayers & Scovill (S&S) Combination Hearse / Ambulance.





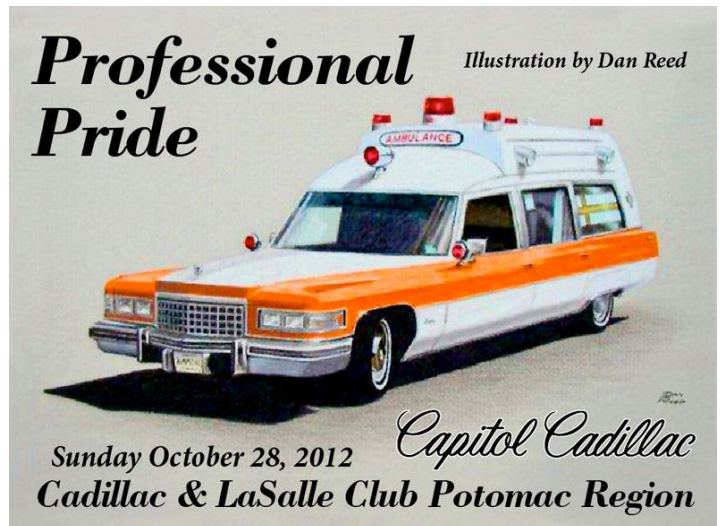
# Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2021



**Mike's 1963 Cadillac S&S Combination Hearse / Ambulance  
2004 Capitol Cadillac / CLC Potomac Region Fall Car Show**

In 2012, an illustration of Mike's 1976 Miller-Meteor (M&M) Lifeliner Cadillac Ambulance by Dan Reed was featured on the [Professional Pride](#) Fall Car Show's dash plaque. The car was featured in the June 1995 issue of *The Self-Starters*.

Mike was preceded in death by his wife, Susan Barruzza, daughter, Angela Barruzza, parents Carmen & Christine Barruzza, and his brother, Anthony Barruzza. Michael will be greatly missed by his beloved wife, Vicky, four children and nine grandchildren. RIP, Mike. Thanks for your service!





# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2021**



## **APRIL 19, 2021 MEETING MINUTES BY DIANNA MOY**

**PLACE:** Virtual Meeting via Zoom

**TIME:** Open discussion started at 7:00 PM, meeting started at 7:35 PM and concluded at approximately 9:22 PM

**PRESIDING:** Dan Ruby, Regional Director

**ATTENDEES:** 18 attendees (which included nine officers): **Dianna Moy (Secretary), Dan Ruby (Regional Director), Bill Hilliard (Treasurer), Franklin Gage (Membership Director), Chuck Piel (Assistant Regional Director), Vince Taliano (Newsletter Editor and Website Manager), Christopher Winter (Activities Director), Dale Graves, Larry Good, Richard Sills, Grady McMahan, Harry Scott, Sandy Kemper, Ivars Jaunrubenis, Randy Denchfield, Earl Rutter, Bill Harrison and Sarwat "Sid" Hussain**

**DIRECTOR'S REMARKS:** Dan Ruby thanked everyone for attending. He offered condolences on the passing of Potomac Region members Charles Gillet and Mike Barruzza.

**SECRETARY'S REMARKS:** Dianna Moy did not read the minutes from the March meeting since they were published and distributed to all members in the April newsletter.

**TREASURER'S REPORT:** Bill Hilliard reported the financials for the time period from the February meeting to date. Total Revenue: \$113.13, Total Expense: \$116.19 and Net Income: **\$(3.06)**.

**MEMBERSHIP REPORT:** Franklin Gage informed everyone that we have 170 current members. Welcome to our newest members: Bob Williams, Greenville, SC, owner of [Cadillac Cream Puffs](#); Wayne Lowman, Gaithersburg, MD, owner of a 1959 Series 62 Convertible (pictured right); and Sarwat "Sid" Hussain, Washington, D.C., owner of a 1983 Eldorado Biarritz (pictured bottom right).



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

- **Upcoming PR Events:**

- **Tech Day.** Christopher Winter reported that four RSVPs have been received for the Sat, June 5 Tech Day. The event is limited to the first 10 Potomac Region members' cars. See the May newsletter for more information.
- **Inter-Regional CLC Meet, AACA Museum, Hershey, PA, Sat-Sun, Aug 21-22.** See the flyer in the May newsletter for more information, including registration.





# **Cadillac & LaSalle Club**

## **Potomac Region**

### **Caddie Chronicle**

### **May 2021**



- **Summer Picnic.** Dan proposed Saturday, September 11th. He asked Dianna to poll the entire membership on their interest on attending. More information will follow.
- **Annual Car Show & Automobilia Auction.** Discussions with Sport Cadillac will be held soon for hopefully a show and automobilia auction in the fall.
- **Upcoming Non-PR Events:**
  - **Norman Heathcote Memorial Car Show, Howard County Living Farm Heritage Museum, West Friendship, MD, Sun, May 16, 9am–2pm.** Hosted by the National Capital Region 36 Early Ford V8 Club of America. For more info, contact Al Zimmermann at [zimmco1@comcast.net](mailto:zimmco1@comcast.net) or 410-560-0237.
  - **Open House, Al Prueitt and Sons, Glen Rock, PA, Wed, May 26, 12pm–7pm.** Tour the restoration facility that restored Charles Gillet's 1931 Cadillac V-16 All-Weather Phaeton and 1931 Cadillac Convertible Coupe. Visit [website](#) for more info.
  - **29th Orphan Car Tour, Burkittsville, MD to Bluemont, VA, Sat, Jun 5.** Limited to "orphan" (discontinued-make) vehicles at least 25 years old. Visit [website](#) for more info or contact Jon Battle at [tourdirector@orphancartour.org](mailto:tourdirector@orphancartour.org) or 540-364-1770.
  - **57th Annual Das Awkscht Fest (featured marques: Cadillac/LaSalle), Macungie Memorial Park, Macungie, PA, Fri-Sun, Aug 6-8.** Visit [website](#) for more info.
  - **CLC Reunion 2021: Back Together Again, Embassy Suites by Hilton Orlando Lake Buena Vista South, Kissimmee, FL, Wed-Sun, Nov 10–14.** Tours to the Don Garlits Museum of Drag Racing, National Parts Depot Private Car Collection and American Muscle Car Museum, as well as a matinee production at Capone's Dinner Theater and attendance at the Old Town Kissimmee Classic Car Show. More information will be in the June issue of **The Self-Starter**. In the meantime, visit [website](#) for further details and [book](#) your hotel room online or call 407-597-4000 (mention rate code "CLC" for the \$129/night plus taxes and fees room rate).

It was noted that the Annual Father's Day Antique and Classic Car Show at Sully Plantation and the AACA Shenandoah Region Apple Blossom Car Show have been canceled. The Annual All-GM Show at Montgomery College will likely be scheduled in a different location, perhaps in Northern Virginia.

**NEW BUSINESS:** Dan's proposal to hold an in-person meeting on Monday, June 21st at the Silver Diner in Merrifield, VA was approved. Members will be able to participate remotely via Zoom as well.

**OPEN FORUM:** The floor was opened for general discussion from the attendees.

**VIDEOS:** Dianna played three short videos: The 1931 Cadillac V-16 Phaeton, The 1931 Cadillac V-16 Engine and The Cadillac Sixteen 1000hp V-16 Engine.

**NEXT MEETING:** Our next meeting is scheduled for Monday, May 17. This meeting will be held using the Zoom application. The official meeting will start at 7:30 PM. As with prior Zoom meetings, phone access will be available. For those wishing to join the Zoom meeting with video on a smartphone, there are Zoom apps available in the Google Play Store as well as in the Apple Store. An email with the meeting access information will be sent in early May.

**ADJOURNMENT:** Meeting adjourned at approximately 9:22 PM.



# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2021**



**2021 TECH DAY #1  
BY CHRISTOPHER WINTER  
PHOTO FROM [2017 TECH DAY](#)**



Saturday, June 5  
8600 Running Fox Ct.  
Fairfax Station, VA 22039  
10:30 AM – 5:00 PM (Followed by a cook-out)

Coordinator and instructor: Christopher Winter  
Host and instructor: Scot Minesinger

Limited to the first 10 Potomac Region members' cars to RSVP (Cadillacs/LaSalle only – more members are OK, but 10 cars is the limit). Bring your car's shop manual.

If you have a specific problem with your Cadillac/LaSalle, we will attempt diagnosis and repair on one to three cars (due to time and complexity). The instructors have direct experience with the cars of the '60s and '70s. We can discuss other model years' problems and offer guidance. We may be able to do some under-the-car work using a floor jack and stands. We will not have a lift available for this session, so we cannot do any extensive under-the-car work, but brakes, wheel bearings, tires and exhaust systems should be within the scope of our capabilities.

This will be mostly an outdoor event, and social distancing will be observed.

For more information and reservations, contact Christopher Winter at [christopherwinter@clcpotomacregion.org](mailto:christopherwinter@clcpotomacregion.org).





# Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2021



The Valley Forge, Central PA and Potomac Regions of

*The Cadillac & LaSalle Club*

**Cordially invite you, your family, and friends to the First (hopefully) Annual  
Northeast Inter-Regional Meet and Car Show at the AACA Museum, Hershey, PA  
Saturday and Sunday, August 21-22, 2021**

The pandemic has wreaked havoc on car events for over a year! The Valley Forge, Central PA and Potomac Regions decided to organize a small, regional gathering where nearby regions could reconnect with friends and enjoy one another's cars. With the postponement of the 2021 Grand National, this event is rapidly expanding in size and scope. As state and local COVID-19 restrictions loosen, and as vaccinations continue, we are sure we can make this happen!



We will gather at the AACA Museum, Hershey PA on Saturday, August 21st. A concession will be available from 11:30AM until 2PM to buy lunch. Unique depictions of scenes representing New York, Route 66, San Francisco, and other famous American settings provide the background for 71,000 square feet of exhibit space, featuring classic and vintage cars, buses, trucks, motorcycles and model trains. You can tour the museum virtually by visiting <https://www.aacamuseum.org/> and clicking on "Virtual Visits."

The museum will host guided tours of its exhibits, detail/maintenance shop, and storage building (Jim's Place) starting at 1:30 PM. We will split into groups to conform to the museum's indoor capacity limits. Visitors are welcome to stroll the grounds and admire fellow CLC members' cars. After the tours, we will gather in the museum for a cocktail reception and hors d' oeuvres, followed by a buffet dinner. Out-of-towners may reserve a hotel room for the night at one of several hotels close to the museum.

**Please note:** there are **no host hotels, room blocks or group rates** for this event. AAA, AARP or Military/Government discounts may be available. **Reserve your room(s) as soon as possible**, as August is peak of tourist season at Hershey. Three hotels closest to the Museum:

- **SpringHill Suites by Marriott Hershey:** 115 Museum Dr., Hershey, PA, 717-583-2222, [Marriott.com](http://Marriott.com)
- **Quality Inn & Suites:** 181 Hershey Rd., Hershey, PA, 717-583-5151, [choicehotels.com](http://choicehotels.com);
- **Hampton Inn & Suites Hershey:** 195 Hershey Rd., Hershey, PA, 717-566-3369, [Hilton.com](http://Hilton.com)

Most hotels have flexible cancellation policies (e.g., up to one day before scheduled check-in). Get a good night's rest so you're ready to display your Cadillac, LaSalle or other make at our peer-judged car show on Sunday, August 22nd on the Museum's grounds. Open to all makes & models of road-worthy cars, trucks, commercial and military vehicles, pre-war through modern. No heavily modified, customs, rods, or racers; lightly modified vehicles that preserve factory-built appearance and features are welcome. Registration/check-in will start at 9 AM; peer judging will commence at 11 AM. Presentation of awards will start at 2:30 PM. Lunch will be available for purchase.

Register for the event by completing the form below and returning it with your check made payable to VFR-CLC. Join us for the tour, dinner, judged show or all three! Hurry! *Pre-registration is required for all activities and closes on July 30th.* For more info, contact Michael Stinson, Director, VFR-CLC, at [Michael.c.stinson46@gmail.com](mailto:Michael.c.stinson46@gmail.com) or Registrar: John Wood, [renopa@verizon.net](mailto:renopa@verizon.net). Visit <http://vfrclc.org/2021interregionalmeet.html> for more info.

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



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2021



## Northeast Inter-Regional Meet and Car Show Registration Form Saturday and Sunday, August 21-22, 2021

Pre-registration is required for all activities; must be received by July 30th. No day-of-event registrations.  
Questions: Michael Stinson, 267-251-8588, [Michael.c.stinson46@gmail.com](mailto:Michael.c.stinson46@gmail.com)

Car Owner Name: \_\_\_\_\_ Spouse/Partner Name: \_\_\_\_\_  
 Children Name(s) and Age(s): \_\_\_\_\_  
 Guest Name(s), City/State of Each: \_\_\_\_\_  
 Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Cell Phone: \_\_\_\_\_ Other Phone: \_\_\_\_\_ Email Address: \_\_\_\_\_  
 CLC Member #: \_\_\_\_\_ AACA Member # (if applicable): \_\_\_\_\_ Member of AACA Museum (circle)? Y / N

**Car Information:**

Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_ Style (circle): Sedan, Coupe, Convertible, Other  
 Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_ Style (circle): Sedan, Coupe, Convertible, Other

Bringing a Trailer (circle)? Y / N

Car show open to all make and model cars, trucks, and commercial/military vehicles, pre-war to present. No heavily modified customs, rods, or racers. Lightly modified vehicles retaining features and appearance as delivered from the factory are accepted.

**Registration and Fees:**

| Activity   | Cost/<br>Person | No.<br>Guests | Total |
|--|-----------------|---------------|-------|
| <b>AACA Museum Tour:</b> guided tour of exhibits, detail shop, storage building (Jim's Place). One Discount Ticket included with registration. AACA member is free. Cost for each <i>additional</i> Guest: | \$16.00         |               | \$    |
| <b>Buffet Dinner @ Museum:</b> (includes Hors d' Oeuvres, buffet dinner with salad, choice of entrée, two sides, dessert, beverage, coffee)  | \$58.00         |               | \$    |
| <b>Car Show – Early Registration:</b> (per car; must be received on/before June 30):   | \$20.00         |               | \$    |
| <b>Car Show – Late Registration:</b> (per car; Registration Deadline is July 30th):  | \$30.00         |               | \$    |
| <b>TOTAL ENCLOSED make check Payable to <u>VFR-CLC</u>:</b>  |                 |               | \$    |

Will you buy lunch at the Museum (circle)? Saturday: Y / N Sunday: Y / N How many persons? \_\_\_\_ (count for caterer)

**Nearby Hotels:** there are *no host hotels, room blocks or group rates* for this event. AAA, AARP or Military/Government discounts may be available. **Reserve your room(s) as soon as possible**, as August is peak of tourist season at Hershey.  
**SpringHill Suites by Marriott Hershey:** 115 Museum Dr., Hershey, PA, 717-583-2222, [Marriott.com](http://Marriott.com); **Quality Inn & Suites:** 181 Hershey Rd., Hershey, PA, 717-583-5151, [choicehotels.com](http://choicehotels.com); **Hampton Inn & Suites Hershey:** 195 Hershey Rd., Hershey, PA, 717-566-3369, [Hilton.com](http://Hilton.com). Check with hotels regarding their cancellation policy.

I hereby release the CLC, CLC Regions, the AACA Museum, their officers and representatives from any liability, damage or loss arriving from my own, my guests' and family's participation in the 2021 CLC Northeast Inter-Regional Meet and Show, including, but not limited to, the risk of contracting COVID-19 virus. I agree to adhere to all pandemic mitigation practices in effect at the AACA Museum during this event, including wearing a mask, social distancing, and temperature / wellness checks. AACA Museum reserves the right to deny attendees exhibiting COVID symptoms entry into the Museum. I certify that I have public liability insurance for my vehicle.

**Member Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Mail a copy of this form along with check made payable to VFR-CLC and a SASE to receive confirmation to:**

CLC Inter-Regional Meet  
C/O: John Wood  
327 Bellevue Ave.  
Pennel, PA 19047-5310

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



# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2021**



## **SOMETHING'S COMING SOON BY SANDY KEMPER**

With spring here, many of us have started to resume playing with our cars with friends. But alas, the pandemic continues. And not to make light of it, there is another plague of sorts coming that we will have to endure.

Recently I was scrolling through my archive of digital photos and I found a few photos from back in May 2004. They reminded me that in parts of the Mid-Atlantic Region of the Eastern United States, Brood X of the 17-year periodical cicadas will hatch this Spring. I recall that for two-three weeks, it is not advisable to drive your convertible with the top down, unless you like the company of these red-eyed entomological phenomena. And if you do drive your convertible, keep your mouth closed!





# **Cadillac & LaSalle Club**

## **Potomac Region**

### **Caddie Chronicle**

#### **May 2021**



**A LOVELY 1/43 SCALE 1971 CADILLAC ELDORADO METAL KIT –  
A BLAST FROM THE PAST  
BY JEFF GURSKI  
ORIGINALLY PUBLISHED IN THE CMAAC APRIL 2021 PUBLICATION**

I probably have more Cadillac models than any other brand of car in my collection because I have owned a string of good, bad, and (some) wonderful real 1/1 scaled Cads over a half century. The scale models are just so satisfying because they don't need licensing, don't leak, don't require regular maintenance, and I've never had one leave me stranded on the road.



I'm still digging through the Casa Gurski workshop during shelter-in-place and finding unfinished projects. One cast metal 1/43 scale 1971 Cadillac Eldorado convertible kit I bought years ago and that I had painted but never finished until just now. The box was so old that I could not even find a maker's name. However, the chassis plate says it was cast in France. I'll have to go with that for now.

As a historical note, in 1966, General Motors introduced the first mass-produced full-sized FWD luxury car since the dashing Cord of the 1930s with a handsome all-new Oldsmobile named the Toronado. The car was startlingly curvaceous and boldly engineered with a powertrain that included a powerful V8 engine nestled in a stretched engine bay side-by-side to its hefty automatic transmission and connected by a revolutionary chain drive! The car was smooth and powerful, a masterpiece of design that amazingly all but eliminated the annoying and dangerous torque-steer that usually plagued front drive cars upon acceleration. In 1967, GM Styling's Bill Mitchell then unveiled a dramatic Cadillac variation on the successful Toronado's FWD platform but with Cadillac power. However, the new FWD Eldorado was only available in a coupe body with strong, sweeping, almost origami-like, folded lines that were absolutely Buck Rogers gorgeous. The traditional exclusive Eldorado convertible suddenly disappeared with the advent of this flashy new body after a run that had stretched all the way back to the legendary hand built classic 1953 edition!

The next styling cycle for the Eldorado introduced a stylish but more massive body shell that lent itself to re-introducing a desirable additional convertible edition for 1971! The dramatic new body shell proved an exciting alternative convertible to the elegant but aging 1961-1966 Continentals and the low production Chrysler Imperial convertibles that were favorite rides of astronaut, politician, and celebrity ticker-tape paraders.



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2021



The GM home runs just kept coming. It seemed Cadillac could do no wrong in the luxury market! This was a highpoint of design for big, comfortable, smooth, powerful (and thirsty) personal luxury land yachts. However, nobody had foreseen the coming 1973 Middle East Oil Embargo that would soon stun the world when motorists found themselves waiting in gas station lines. Limited oil availability sent gas prices soaring and buyers scurrying for small and more fuel-efficient cars, thus gutting the big car market. Well, it was a great automotive party while it lasted, but it would take painful years full of expensive and embarrassingly inept missteps for American automakers to retool and adapt to a rapidly changing world.



Back to the model. This is a beautifully cast 1/43 scale metal model of the 1971 Cadillac Eldorado. The body proportions are wonderful, and the "gangster" wide whitewall tires make this a terrific period piece. The main visual difference between the 1971 and 1972 Eldorados is the stylish louvered trunk lid that was used for only one year on full sized GM cars for an ill-fated new flow-through cabin ventilation system. Prone to leak water that promoted rust, the stylish louvers quietly disappeared with GM's warmed-over 1972 cars.



Back to the model. This is a beautifully cast 1/43 scale metal model of the 1971 Cadillac Eldorado. The body proportions are wonderful, and the "gangster" wide whitewall tires make this a terrific period piece. The main visual difference between the 1971 and 1972 Eldorados is the stylish louvered trunk lid that was used for only one year on full sized GM cars for an ill-fated new flow-through cabin ventilation system. Prone to leak water that promoted rust, the stylish louvers quietly disappeared with GM's warmed-over 1972 cars.

***[Editor's Note: Check out Jeff's 1996 Fleetwood Sedan on page 14 of the May issue of The Self-Starter magazine. It was featured in the special 25th Anniversary of the 1996 Cadillac issue.]***





# Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2021



**WELCOME TO SPORT CADILLAC  
SILVER SPRING, MARYLAND**



**SPORT CADILLAC**  
3101 AUTOMOBILE BOULEVARD / SILVER SPRING, MD / 20904  
301-890-6000 / SPORTCADILLAC.COM



Robert Fogarty, Jr.  
Owner

Robert Fogarty, Sr.  
Owner

Gibbs Fogarty  
Owner / General Manager

CERTIFIED SERVICE FOR ALL GM MAKES AND MODELS

| CADILLAC SALES & LEASING  | CADILLAC CERTIFIED SERVICE   |
|---|--|
| PHONE:<br><b>301-890-6000</b>   | PHONE:<br><b>240-802-7405</b>  |
| HOURS:<br>MON-THUR 9:00 AM - 9:00 PM<br>FRIDAY 9:00 AM - 7:00 PM<br>SATURDAY 9:00 AM - 6:00 PM<br>SUNDAY 12:00 PM - 5:00 PM | HOURS:<br>MON-FRI 7:00 AM - 7:00 PM<br>SATURDAY 7:30 AM - 4:00 PM<br>SUNDAY CLOSED |
| ADDRESS:<br>3101 Automobile Boulevard<br>Silver Spring, MD 20904  | ADDRESS:<br>3101 Automobile Boulevard,<br>Silver Spring, MD 20904                  |

**SPORT CADILLAC**  
3101 AUTOMOBILE BOULEVARD / SILVER SPRING, MD / 20904  
301-890-6000 / SPORTCADILLAC.COM



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](mailto:gforarty@sportautomotive.com)

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



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2021



## PEP BOYS 2021 CENTENNIAL CALENDAR BY CHRISTINE BOWSER PINNACLE MEDIA

The Pep Boys 2021 Centennial Calendar – available [online](#) or at Pep Boys locations nationwide – was created to celebrate Pep Boys 100 years in business (1921-2021), as one of the trailblazers in the automotive service business. Each page was to feature a vehicle that best represented each decade of that century from the Model T of 1921 to the Tesla of 2021.

Of course, there are few better vehicles to represent the style, elegance and grace of the 1930s than a 1939 LaSalle Sedan. And arguably, there's no better vehicle to epitomize the optimism and spirit of the open road of the 1950s than a Cadillac convertible, in this case a 1956 Series 62.





# **Cadillac & LaSalle Club**

## **Potomac Region**

### **Caddie Chronicle**

#### **May 2021**



#### **GOOD COILS MAKE A DIFFERENCE BY CHRIS CUMMINGS**

After I had replaced the superannuated tires on my 1930 V-16 sedan in October 2020 (the tire date codes were from 1996), I took the car for a test drive. The ride was very smooth with good grip in the corners. The vibration I'd always felt with the old tires (particularly after the car had sat for more than a few days) was entirely missing. But after a while, I began to notice a steady decrease in power from the engine. At first, I wrote it off to not having taken the customary half-mile jog on the 50 mph road outside the neighborhood for the past few drives. I'd been babying the leaking radiator to avoid having to clean up coolant drippings caught by the fan and flung around the engine compartment. But when I started worrying whether the beast would make it up a slight incline (and even make it back home under its own power), it became a serious situation – especially as the drive back was punctuated by several ear-splitting backfires out the tailpipe.

We made it back to the garage, and with the engine running, I opened the hood and looked for anything untoward – e.g., gas dripping from a carburetor, a loose wire connection, etc. – but saw nothing. I tried shutting off the fuel supply to each side of the engine in turn and waiting for the idle rpm to drop before restoring flow. That was to wash out any bit of grit that might be holding a needle valve open. The engine kept running when each side was individually shut down, so nothing there. I backed out and headed down the street to see if the problem was still there, and the reluctance to accelerate accompanied by yet another gunshot backfire indicated that the answer was “yes.”

Immediately I returned the car to the garage and shut the engine off. I exchanged emails with Alan Merkel and talked on the phone with Joe Scott (two V-16 enthusiasts) about the ailment and its symptoms. Explosive backfires out the tailpipe generally mean that unburned gasoline is getting into the exhaust pipe, and being ignited on the way out. Fortunately, neither muffler was blown open, but one of the fancy fan-shaped exhaust tips had been slightly deformed (pointing the finger at the left side of the engine as the focus of the problem). Failure to ignite the fuel in one or more cylinders could be caused by something as simple as dirty plugs, worn points, or fouled rotor contacts. So, after the engine cooled off, I set about removing each of the sixteen spark plugs and cleaning them up as well as I could without an honest spark plug cleaning machine (the kind that sprays abrasive material against the contacts and the porcelain insulator inside the shell of the plug). A squirt of carburetor cleaner followed by a twisted corner of a paper towel moved around inside the plug by a toothpick was followed by a folded piece of sandpaper slid between the contacts to make sure the spark gap was clean. There was one plug (rear most on the left side) that I couldn't remove without extracting the rod for the manual spark adjustment. I left that one, figuring that one bad plug out of sixteen wasn't going to cause this kind of problem. The gaps in both sets of ignition points seemed to be within specs, and I brushed the rotor terminals with fine sandpaper. I couldn't see evidence of arcing inside the distributor cap, and the connections for the coil wires all seemed tight and clean. I started the engine with the valley cover removed and, one by one, I used a screwdriver to short out the exposed tip of each spark plug in turn, watching for a spark as the screwdriver blade neared the cylinder head. Sure enough, each time there was a little spark.





# **Cadillac & LaSalle Club**

## **Potomac Region**

### **Caddie Chronicle**

#### **May 2021**



Back on the road, any hopes that the simple fix was going to solve the problem were dashed. Although there were no more loud noises, the car was reluctant to accelerate in second gear, and positively annoyed to be shifted into third. Meanwhile, several people smiled and waved at the big, shiny, old car passing by and one person enthusiastically stuck his upturned thumb out the car window to praise my Cadillac. I guess my consternation wasn't visible in my facial expression.

When I reconvened on the phone with Joe Scott, the conversation turned to the coils. I told him about my experiment with the screw driver and the little sparks I saw. He replied that the spark should be bright and strong, and about a quarter-inch long. He felt that I should test each coil by disconnecting its high-tension lead at the distributor (while the other coil continued to run the engine), and see how big a spark would jump from the end of the high-tension lead to a ground, such as the cylinder head. I figured it would be just as easy to buy a couple of new coils and see how the engine ran with them.

An ignition coil is a compact and relatively simple way to take the current from a car battery and ramp up enough voltage to make a strong, hot spark across the gap between a spark plug's terminals. It consists of two actual coils of wire, one inside the other, both suspended in an insulating material inside a metal can. The top of the can has a plastic cap with screw terminals for the primary coil's connections to battery current and to ground, and a pointed center socket for the high-tension wire to the distributor. Battery current through one coil induces electrical charge buildup in the second coil. Suddenly interrupting the current in the first coil causes the second one to discharge through a wire that leads through the distributor to a spark plug at just the right time to ignite the fuel/air mixture in one of the cylinders.



**Old coil terminals**

With time and use, an ignition coil can develop short circuits, the insulating material inside can degrade, and, gradually or suddenly, the ability to deliver a healthy spark declines. A V-16 Cadillac uses two ignition coils, and on the 1930-1937 V-16s, the coils rest in cylindrical recesses in the top tank of the radiator, to keep them at a preferred temperature. Both of mine were original equipment Delco coils with reddish-brown bakelite caps. As far as I could tell, they came with the car when it was new. Even if they were replacements, it's not likely that they were manufactured after the Second World War. Neither Joe Scott nor Alan Merkel could believe that I was still using original Delco coils. Alan said "Those should be on display on your shelf!"



# **Cadillac & LaSalle Club**

## **Potomac Region**

### **Caddie Chronicle**

#### **May 2021**



I asked Alan, Joe and Pete Sanders what kind of modern six-volt coil one could use on one of these 90-year-old cars. The consensus seemed to settle on an Echlin product sold by NAPA. The part number had been EC-9, but that had been superseded not long ago by a different part number, EC-7 (pictured right). On Sunday, I called the local NAPA store and found that I could order two EC-7 coils for pickup on Monday morning. I went out to the garage to examine the mounting for the coils and prepare for the installation to come.

Midday on Monday, I bought my new coils and brought them home. They were black all over, cap included, and instead of screws to secure the two wires for the primary circuit, they had studs with nuts to hold the wire ends in place. On the car, I loosened the bolt on the clamp that holds the coils in their nesting holes in the radiator tank, and disconnected the wires to the driver's-side coil. It slid out easily, along with two curved shims that assisted the clamp to hold it in place. When the old coil was jiggled, it rattled inside, indicating that something was dried out and/or broken in there (neither new coil rattled when shaken). The two screw terminals were labeled "POS" and "NEG" and I made sure to note which was outboard, so the right connections would be made on the new coil.



The cans of the new coils are a slightly smaller diameter than the originals, so the shims that worked with the originals needed some help. Joe had warned me that I might have to add some friction tape to take up the slack. I wrapped the tape twice around the can where the clamp would grip it, added the original shims, and inserted the coil into its new home (pictured right). I attached the positive and negative wires to the threaded terminals and inserted the high-tension wire into the pointed tower. Then I closed the hood, went around to the other side of the car, re-opened the hood and repeated the process over there.



The old coil on that side rattled even more than the other one. When both new coils were in place, I could screw down the clamp bolt and look at a finished installation. The reddish brown Bakelite of the original coils had been a nice touch of color in an otherwise monochrome engine compartment, but foregoing that esthetic feature was a small price to pay if this operation fixed the car.



# **Cadillac & LaSalle Club**

## **Potomac Region**

### **Caddie Chronicle**

#### **May 2021**






The next test would be firing up the engine. A test drive was out of the question because that day (like the day before it) was rainy, and even if we went out between rain showers, the water on the roads would make a mess of the lower part of the car. So I settled for an indoor test (with the garage doors wide open, of course). The engine fired right up, and settled in quickly. The response to the accelerator pedal was prompt and smooth – no faltering or reluctance to speed up. And there were no obnoxious sound effects. It actually seemed as though the problem had been solved.

Alan and Joe were happy to hear that the operation appeared to be a success. With Joe, I could now discuss other issues, such as how to address the somewhat incontinent radiator, perhaps without a radical re-coring. Alan asked for a photo of the old coils and reiterated his suggestion that I mount them on a shelf as a trophy.

A couple of days later, I decided to go for a test drive. I started the car (it came to life eagerly) and set off, but not before adding some K-Seal to the coolant. I'd rigged up a spout and tube to let me direct the flow from the little K-Seal bottle to the area in the radiator top tank right over the leaking part of the core. Once that was done, I closed the hood, climbed in and backed out of the garage. The trip along my usual routes was astonishingly pleasant. No reluctance to respond to the throttle, and no roughness at all. The new Firestone tires were noticeably smoother than the old Lesters and everything felt more composed and secure. I headed for the nearby 50 mph road and ran about 3/4 mile along that. The car was strong and smooth, and it felt like a healthy, well-sorted, classic motor car. The only hiccup was a single pop through the left-hand carburetor, just before I slowed to turn and head home, and that was an indication that there was some coolant dripping, the fan was catching it, and the spray was being inhaled by the carburetor.

The rest of the trip was uneventful and just as pleasant as a ride in a V-16 should be. Once the old girl was parked, I turned my attention to the radiator. There wasn't a lot of seeping going on, so I bet on another little bottle of K-Seal, which seemed to stop the coolant loss and to let the wet strip of the core dry out. (By this point, it seemed not to matter how much stop-leak I used – what could be the downside? The need to clean out or re-core the radiator core? That looks like something that will be required sooner or later, anyway.)

So, after all of the angst, switching out the coils made all the difference. Once again I have a happy car.

|   |   |  |   |
|---|---|--|---|
| <p style="text-align: center;"><b>More Cadillac</b><br/>— <b>V-16s</b> —<br/><b>Lost and Found</b></p>  <p style="text-align: center; background-color: black; color: white; padding: 2px;"><b>67 New Histories</b></p> <p style="text-align: center; font-size: small;">Christopher W. Cummings</p> | <p style="color: red;"><b>Now Available</b></p> <p style="color: red;"><i>More Cadillac - V-16s - Lost and Found</i></p> <p style="color: red;"><b>67 New Histories</b></p> <p style="color: red;"><b>By Christopher W. Cummings</b></p> <p style="color: red;"><b>\$39.95</b></p> <p style="color: blue;"><u><a href="#">Order Information</a></u></p> <p style="color: blue;"><u><a href="#">Order Other Books by Christopher</a></u></p> | <p style="text-align: center;"><b>Cadillac V-16s</b><br/><b>Lost and Found</b></p>  <p style="text-align: center; background-color: black; color: white; padding: 2px;"><b>Tracing the Histories of the 1930s Classics</b></p> <p style="text-align: center; font-size: small;">Christopher W. Cummings</p> | <p style="text-align: center; border: 1px solid black; padding: 5px;"><b>The Cadillac That Followed Me Home</b></p> <p style="text-align: center; font-size: small;"><i>Memoirs of a V-16 Dream Realized</i></p>  <p style="text-align: center; font-size: small;">CHRISTOPHER W. CUMMINGS</p> |
|---|---|--|---|



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2021



## **45 YEARS LATER: THE LAST CADILLAC CONVERTIBLE BY VINCE TALIANO PHOTOS BY CADILLAC MOTOR CAR DIVISION**

On April 21, 1976, Cadillac Motor Car Division issued a [press release](#) announcing that Cadillac produced the final American convertible. "This last convertible, a white 1976 Fleetwood Eldorado, is identical to 200 preceding convertibles, and will be retained by Cadillac for historical purposes." These "Bicentennial Edition" cars were instant classics resulting in higher-than-sticker-prices for prospective buyers, many of whom were not able to purchase one of the limited-run Cadillacs. Since then, these convertibles have maintained their status and allure with collectors. View photos below of the "last Cadillac convertible" being completed.



[Visit](#) a new webpage dedicated to the 1976 Cadillac Fleetwood Eldorado Bicentennial Edition Convertible, including an owner's registry.



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2021



## CADDIE CLASSIFIEDS

### Cars For Sale



**NEW ARRIVAL 1939 LaSalle Model 39-5067** – #144 of 1,020 Convertible Coupes manufactured (24 of them were shipped to Antwerp) – 64k miles – Powered by its original V8 engine with Edmonds high-compression aluminum heads and column three-speed manual transmission – Body by Fisher painted black with buttery-soft, custom tan leather interior – Optional fog lights – Meticulously loved and well maintained – Original documents – Formerly owned by the late Potomac Region member Rear Admiral David Frost – Featured in Vern Parker's Out of the Past column in The Washington Times – True Driving Miss Daisy luxurious car that turns heads everywhere it goes – [See pictures](#) – **\$65,000** – For more info, contact Les at 703-609-9058 or [13rmcrelic@comcast.net](mailto:13rmcrelic@comcast.net) – Car is located in Gainesville, VA



**NEW ARRIVAL 1948 Fleetwood 60 Special** – 36k original miles according to the information obtained by the previous owner – Cosmetic restoration completed a number of years when car was bead blasted to bare metal and painted in its original Amherst Blue – Chrome was all removed and redone plus new weather stripping added – Seats were redone using original pattern wool Bedford cloth and broadcloth – New carpet installed in front – Headliner, door panels and rear carpet are original – Original pattern material was used in the trunk – Engine compartment has not been painted/detailed – Car is completely rust-free – Recent additions include tires, radiator, gas filter, hand brake, starter, one window cylinder and transmission work – Drive and enjoy as is or take it to the next level – [See pictures](#) – **Asking \$20,000** – For more info, contact Rick Mahan at 202-368-0452 or [remahan05@comcast.net](mailto:remahan05@comcast.net) – Car is located in Lanham, MD



**NEW ARRIVAL 1956 Sedan Deville** – 58,389 miles – Stunning paint with mint interior and nice dash – Needs valve gaskets and carb work, but otherwise excellent driver – Some chrome work done and fresh rear bumper – Whitewall radial tires – Perfect glass – Complete – [See pictures](#) – **\$18,000 invested, asking \$15,000** – For more info, contact Howard Johnson at 301-627-2114 or [oldtimeworld@aol.com](mailto:oldtimeworld@aol.com) – Car is located in Upper Marlboro, MD

Other cars for sale including **seven Buicks** from 1931-1955, **three Packards** from 1951-1955 and many more – Visit [Old Time World website](http://OldTimeWorld.com)



**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 \$2,850** – For more info, contact David DeJarnette at 540-718-3919 or [dejif5@comcast.net](mailto:dejif5@comcast.net) – Car is located in Culpeper, VA



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2021



**1968 Sedan deVille Pillared** – 41k miles – Sudan Beige (code 40) with medium covert cloth and leather interior – Ran and drove when purchased from son of original owner, but had been sitting in garage for more than 20 years following original owner's sudden death – Current owner drove the car for a couple months until the trans started slipping, probably due to disuse – Since the car was straight and un-molested, it was decided to do a full resto-mod – Car was completely disassembled, and firewall started to be smoothed as Vintage Air A/C was planned – Everything is included – Rolls fine, doors were re-hung, and boxes of parts stored inside, while more delicate trim pieces are stored in trunk – Car will never be finished by current owner, who can't bear to watch it just sit – Buyer could build, part out or whatever they choose – Lots of hard-to-find parts as the '68 has some odd pieces not found elsewhere – [See pictures and details of work completed](mailto:sinfulsaint99@yahoo.com) – **Asking \$1,500** – For more info, contact Joe at [sinfulsaint99@yahoo.com](mailto:sinfulsaint99@yahoo.com) – Car is located in Nokesville, 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](mailto:rscotm@cox.net) – Car is located in Fairfax Station, VA



**1977 Eldorado Biarritz** – 67k miles – Drives and rides like an ocean liner – Second place winner at 2016 Jerry's Chevrolet Annual Show in Baltimore – Third place winner at 2013 Fall Capitol Cadillac Show in Greenbelt, MD – Original owner getting older and his vision is not as good as it used to be so he wants it to go to a person that will continue to keep it in excellent condition – [See pictures](#) – **Asking \$10,000 Firm** – For more info, contact Jim McKoy at 240-310-6452 or [gmoneyflow@gmail.com](mailto:gmoneyflow@gmail.com) – Car is located in Baltimore, MD

**SOLD**



**NEW ARRIVAL 1994 Fleetwood Brougham** – One owner, 51,300 original miles – Like all '94 Fleetwoods, equipped with the 350 C.I. (5.7L) LT1 Corvette engine and smooth four-speed 4160E automatic transmission – One of the classic Cadillac cruisers – Built for comfort and luxury with soft leather seats, padded vinyl roof, dual power seats and automatic climate control – Car has all its original equipment and sports the very popular Teal exterior – Purchased new from Rooster Bush Cadillac in Lenoir, NC and always garaged and maintained by its original owner – Runs well and has won local car shows for best interior – Eligible for AACA and CLC awards, including historical preservation – [See pictures](#) – **\$11,800 Firm** – For more info, contact Jack or Dale Williams at 828-396-7931, 828-896-6375 or [williamshosiery@aol.com](mailto:williamshosiery@aol.com) – Car is located in Granite Falls, NC



**NEW ARRIVAL 1996 Sedan DeVille** – Fine driver with approximately 76,000 miles – Good tires, brakes and recent transmission service – Not garaged in past several years – Usual very minor body dings and a scratch or two – ABS brake and traction/ride control systems need service but neither affects normal driving – As usual, there's a very minor gasket drip from a Northstar engine from this period – [See pictures](#) – **Asking \$2,500** – For more info, contact Adam Garfinkle at 301-704-2462 or [adam.g1951@gmail.com](mailto:adam.g1951@gmail.com) – Car is located in Wheaton, MD

### Information Wanted



**Looking for the new owner of a very rare 1928 LaSalle Four-Passenger Victoria Coupe** – Recently sold to someone in the Northeast U.S. (perhaps upstate New York) – One of the last three known to exist of the 405 built in 1927-28 – I have one of the others and may be able to assist with its restoration – If you know the new owner, please ask them to contact Lorne Scott in Canada at [seabreeze28@gmail.com](mailto:seabreeze28@gmail.com) or 250-652-5352



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2021



### Commercial Ads



**PERSONALIZED MATS**  
30" wide x 18" deep, constructed  
for indoor and outdoor use  
\$34.95 plus domestic shipping  
Many other items available (e.g.,  
cups, shirts, etc.) based on YOUR  
high-quality images  
Order at [Positive Accents Gifts](#)



**A-1 AUTO TRANSPORT, Inc.**  
SAFE AND RELIABLE AUTO SHIPPING

**A-1 AUTO TRANSPORT, INC.**  
*Safe and Reliable Auto Shipping*

[Visit website](#)

### CORY'S CADILLAC PARTS

*Collectibles and Die Cast Cars Available*

*'93-'96 Fleetwood Brougham Fender Spear Moldings  
Professionally Made in the USA*



[Visit website](#)  
[Send email](#)  
920-210-2225

## WHITE POST RESTORATIONS



### Complete & Partial Restorations

*In House Services:*  
Mechanical  
Sheet Metal Fabrication  
Woodworking/ Coachbuilding  
Upholstery  
Paint/ Body

**Brake Sleeving & Rebuilding**

*Tours Available by Appointment*  
[www.whitepost.com](http://www.whitepost.com) | 540.837.1140



**Cadillac & LaSalle Club**  
**Potomac Region**  
**Caddie Chronicle**  
**May 2021**



CLASSIC CARS AND VINTAGE RELICS  
**ESTATE SALE**  
LAKELAND, FLORIDA



AS SEEN ON...

**AMERICAN  
PICKERS**



SMOKIN HOT CHEVY • SEASON 22, EPISODE 3

**MAY 14TH-16TH**

**9:00 AM - 3:00 PM**

BY APPOINTMENT ONLY

**MARC - 301-672-1000**

**ANNAPOLISCLASSICCARS.COM**





# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle May 2021**



## **2021 OFFICERS**

| <b>NAME</b>               | <b>POSITION(S)</b>  | <b>PHONE NUMBER</b> | <b>EMAIL ADDRESS</b>  |
|---------------------------|---|---------------------|---|
| <b>Dan Ruby</b>           | <b>Regional Director<br/>Automobilia Auctioneer<br/>Summer Picnic Host</b>                          | <b>301-343-1463</b> | <a href="mailto:danruby@clcpotomacregion.org"><b>danruby@clcpotomacregion.org</b></a>                     |
| <b>Chuck Piel</b>         | <b>Assistant Regional Director<br/>Central Virginia Region<br/>Liaison<br/>Newsletter Columnist</b> | <b>240-888-5115</b> | <a href="mailto:chuckpiel@clcpotomacregion.org"><b>chuckpiel@clcpotomacregion.org</b></a>                 |
| <b>Bill Hilliard</b>      | <b>Treasurer</b>  | <b>301-622-3651</b> | <a href="mailto:billhilliard@clcpotomacregion.org"><b>billhilliard@clcpotomacregion.org</b></a>           |
| <b>Dianna Moy</b>         | <b>Secretary</b>  | <b>301-717-7412</b> | <a href="mailto:diannamoy@clcpotomacregion.org"><b>diannamoy@clcpotomacregion.org</b></a>                 |
| <b>Christopher Winter</b> | <b>Activities Director</b>  | <b>410-869-8619</b> | <a href="mailto:christopherwinter@clcpotomacregion.org"><b>christopherwinter@clcpotomacregion.org</b></a> |
| <b>Franklin Gage</b>      | <b>Membership Director</b>  | <b>703-869-8434</b> | <a href="mailto:franklingage@clcpotomacregion.org"><b>franklingage@clcpotomacregion.org</b></a>           |
| <b>Vince Taliano</b>      | <b>Newsletter Editor<br/>Website Manager</b>  | <b>301-258-8321</b> | <a href="mailto:vincetaliano@clcpotomacregion.org"><b>vincetaliano@clcpotomacregion.org</b></a>           |
| <b>Jack McClow</b>        | <b>National Director<br/>Newsletter Columnist</b>   | <b>301-330-5417</b> | <a href="mailto:jackmcclow@clcpotomacregion.org"><b>jackmcclow@clcpotomacregion.org</b></a>               |