



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

July 2021



DIRECTOR'S MESSAGE

BY DAN RUBY

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AUTOMOBILIA AUCTIONEER
SUMMER PICNIC HOST
DAN RUBY

ASSISTANT REGIONAL DIRECTOR
CENTRAL VIRGINIA REGION
LIAISON
NEWSLETTER COLUMNIST
CHUCK PIEL

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DIANNA MOY

ACTIVITIES DIRECTOR
CHRISTOPHER WINTER

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NEWSLETTER EDITOR
WEBSITE MANAGER
VINCE TALIANO

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NEWSLETTER COLUMNIST
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NEWSLETTER COLUMNIST
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NEWSLETTER COLUMNIST
LYNN GARDNER

NEWSLETTER COLUMNIST
TOM MCQUEEN

CENTRAL PENNSYLVANIA REGION
LIAISON
NEWSLETTER COLUMNIST
RICHARD SILLS



Wishing everyone a happy and safe 4th of July! Summer has arrived and things are now getting back to normal. With that said, many car shows and cruise-ins are back to full capacity. Great news for our members is a date for our Potomac Region Car Show at Sport Cadillac has been set for November 7th. Details will be forthcoming.

Please don't forget to register for the CLC Inter-Regional Meet in Hershey, PA scheduled for Saturday-Sunday, August 21-22. Friday, July 30 is the deadline to register in order to get a count for the activities planned. See flyer on pages 6-7.

If you're planning to attend our Annual Summer Picnic on Saturday, September 11th at my home, please RSVP and send payment to our treasurer, Bill Hilliard. Again, a count is needed to order a proper amount of food and beverages. There will be plenty of parking for your show cars on the premises. See flyer on page 8.

A shout out to Christopher Winter and Scot Minesinger for a successful tech day. Read the story on pages 9-11.

Looking forward to seeing many of you at events this summer!

Dan Ruby



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IN THE NEWS BY VINCE TALIANO

Congratulations to Scot Minesinger whose photo from the 2012 Potomac Region Driving Tour was used in a recent [Hemmings](#) online article (see below). The picture, taken by Reuben Cleetus, appeared in our newsletter in 2012 where it was seen by David Traver Adolphus who used it in [Hemmings Classic Car](#). It is 'tops down' month for all you convertible owners, so get them out and enjoy them like Scot!

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Hemmings.

Get \$15,000 towards a new car club website with a contest from American Collectors Insurance

By Mike Austin on Jun 28th, 2021 at 8:15 am



Raise your hand if your car club could use a grant for a website redesign.



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JUNE 21, 2021 MEETING MINUTES BY DIANNA MOY

PLACE: Silver Diner, Merrifield, VA and Zoom online

TIME: Open discussion started at 7:00 PM, meeting started at 7:32 PM and concluded at approximately 8:47 PM

PRESIDING: Chuck Piel, Assistant Regional Director

ATTENDEES: 17 attendees (which included six officers): **Dianna Moy (Secretary)**, **Dan Ruby (Regional Director)**, **Bill Hilliard (Treasurer)**, **Chuck Piel (Assistant Regional Director)**, **Franklin Gage (Membership Director)**, **Vince Taliano (Newsletter Editor and Website Manager)**, Dale Graves, Larry Good, Richard Sills, Grady McMahan, Sandy Kemper, Ivars Jaunrubenis, Rick Menz, Randy & Susan Denchfield, Richard Sisson and Joe Cerroni

DIRECTOR'S REMARKS: Chuck Piel thanked everyone for attending the first in-person monthly meeting since the beginning of the pandemic, especially Dianna who set up three different laptops so attendees on Zoom were displayed.



He informed the attendees everyone that he and Dan Ruby met with Gibbs Fogarty, Sport Cadillac, on Thu, May 20 to discuss a possible car show and automobilia auction this fall. Sunday, November 7 has been scheduled for the show. Another meeting will be held to discuss the details.



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

TREASURER'S REPORT: Bill Hilliard reported the financials for the time period from the February meeting to date. Total Revenue: \$113.14, Total Expense: \$118.11 and Net Income: **\$(4.97)**.



MEMBERSHIP REPORT: Franklin Gage informed everyone that we have 173 current members. Welcome to our newest members: P.J. "Rocky" Graziano, Springfield, VA, owner of 2002 Eldorado ETC and a 2017 XT5; Al Rizkalla, Falls Church, VA, owner of a 1992 Brougham); and Robert Ryan, McLean, VA, owner of a 1932 Cadillac and a 2013 CTS-V. Sadly, Franklin informed everyone that long-standing member, Sandy Mantz of Reva, VA, recently passed away at the age of 82. She and her surviving husband, Bob, attended Potomac Region events in the past such as the 40th Anniversary Party in 2009. Her good humor brought joy to everyone and will be missed. In addition to Bob, survivors include her children, stepchildren, grandchildren, and great-grandchildren.

ACTIVITIES REPORT: The following activities were discussed:

• **Past Events:**

- **Tech Day, Scot Minesinger's home, Fairfax Station, VA, Sat, Jun 5.** See story and photos in July newsletter.
- **The Greenberg Cadillac Museum Open House, Brookville, PA, Thu-Sun, Jun 17-21, 3:00 PM – 8:00 PM.** Richard Sills attended and provided a summary. See story and photos in the July newsletter.

• **Upcoming PR Events:**

- **Inter-Regional CLC Meet, AACA Museum, Hershey, PA, Sat-Sun, Aug 21-22.** See the flyer in the July newsletter for more information, including registration. Deadline is July 30.
- **Summer Picnic, Dan & Jo Jo Ruby's home, Owings, MD, Sat, Sep 11.** See the flyer in the July newsletter for more information, including registration.
- **Annual Car Show & Automobilia Auction.** The tentative date for the show is Sunday, November 7. Stay tuned for more information.

• **Upcoming Non-PR Events:**

- **17th Annual VCCA Free State Region All Vehicle Show, Reisterstown Regional Park, Reisterstown, MD, Sun, Jul 25, 10:00 AM – 3:00 PM.** Visit [website](#) for more info or contact Mike Natale at mrnatale@verizon.net or 410-583-9171.
- **57th Annual Das Awkscht Fest (featured marques: Cadillac/LaSalle), Macungie Memorial Park, Macungie, PA, Fri-Sun, Aug 6-8.** Visit [website](#) for more info.
- **46th Annual Metro Chapter Buick Club/Capitol City Rockets Oldsmobile Club All-GM Show, Eagle Ridge Middle School, Ashburn, VA, Sat, Aug 14.** Note the new location. [See flyer](#) for registration information.
- **29th Annual Poolesville Day Festival and Classic Car Show, Poolesville, MD, Sat, Sep 18.** Visit [website](#) for more info.



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- **45th Annual Edgar Rohr Memorial Car Meet, Manassas Museum, Manassas, VA, Sat, Sep 18, 11:00 AM – 3:00 PM.** Hosted by the AACA Bull Run Region. Open to antique cars/trucks and street rods 1996 and earlier and rare/exotic/limited production cars post-1996. Visit [website](#) for more info or contact Pete Pandolfi at 703-919-8343.
- **CLC Museum and Research Center Fall Festival, Gilmore Museum, Hickory Corners, MI, Fri-Sat, Sep 24-25.** Visit [website](#) for more info.
- **Fall Carlisle, Fairgrounds, Carlisle, PA, Wed-Sun, Sep 29-Oct 3.** Visit [website](#) for more info.
- **AACA Eastern Fall Meet, Giant Center, Hershey, PA, Wed-Sat, Oct 6-9.** Visit [website](#) for more info.
- **City of Rockville Antique and Classic Car Show, Rockville (MD) Civic Center, Sat, Oct 16, 8:30 AM – 3:30 PM.** Show 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. See June issue of **The Self-Starter** or visit [website](#) for further details. [Book](#) your hotel room online or call 407-597-4000 (mention rate code "CLC" for the \$129/night plus taxes and fees room rate).

VIDEOS: Dianna played one short video: [1942 Cadillac Series 62 Coupe Fastback on My Car Story with Lou Costabile](#). The car was owned by long-time CLC West of the Lake Region member Art Swanson, who passed away on June 5, 2021. Art was known for his friendly smile and wonderful personality.



NEXT MEETING: Our next meeting is scheduled for Monday, July 19th at the IHOP Restaurant in Rockville, MD. Members will be able to participate remotely via Zoom as well. The official meeting will start at 7:30 PM. An email with the meeting access information will be sent in early July.

ADJOURNMENT: Meeting adjourned at approximately 8:47 PM.

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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
- **Quality Inn & Suites:** 181 Hershey Rd., Hershey, PA, 717-583-5151, choicehotels.com;
- **Hampton Inn & Suites Hershey:** 195 Hershey Rd., Hershey, PA, 717-566-3369, 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 or Registrar: John Wood, renopa@verizon.net. Visit <http://vfrclc.org/2021interregionalmeet.html> for more info.

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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

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/ Person	No. Guests	Total
AACA Museum Tour: 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		\$
Buffet Dinner @ Museum: (includes Hors d'Oeuvres, buffet dinner with salad, choice of entrée, two sides, dessert, beverage, coffee)	\$58.00		\$
Car Show – Early Registration: (per car; must be received on/before June 30):	\$20.00		\$
Car Show – Late Registration: (per car; Registration Deadline is July 30th):	\$30.00		\$
TOTAL ENCLOSED make check Payable to VFR-CLC:			\$

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; **Quality Inn & Suites:** 181 Hershey Rd., Hershey, PA, 717-583-5151, choicehotels.com; **Hampton Inn & Suites Hershey:** 195 Hershey Rd., Hershey, PA, 717-566-3369, 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 arising 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

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**Potomac Region Summer Picnic
in Scenic Southern Maryland
Dan & JoJo Ruby's Home
7018 Wilderness Ct
Owings, MD 20736**

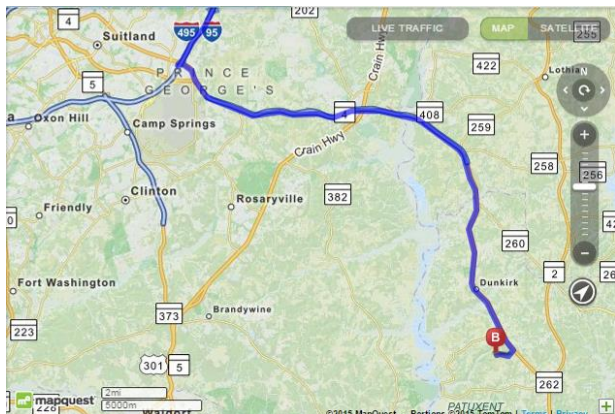


**Saturday, September 11, 2021
1:00–6:00 pm
301-343-1463
danruby@clcpotomacregion.org**

Please drive your Cadillac or LaSalle to the Summer Picnic at the Ruby home. The event will be catered with the Region providing soft drinks, water, ice, serving tables, plates, cutlery, etc. If you have a favorite dessert or beverage you want to share with others, please feel free to bring it.

Also please bring your folding chair(s). There is plenty of room to park your classic Cadillac or LaSalle in the yard.

DIRECTIONS: from Capitol Beltway, I-495/I-95, take exit 11A onto MD-4 E toward Upper Marlboro. Continue 19 miles and turn right onto Briscoes Turn Rd. Make first right onto Timberneck Dr. then left on Wilderness Ct.



Please RSVP (Accepts only by September 1st)

No. Attending: _____ x **\$10 per person** = _____

Name(s): _____

Name(s): _____

Name(s): _____

Name(s): _____

Send RSVP with payment to:
Bill Hilliard, Treasurer
12602 Eldrid Ct.
Silver Spring, MD 20904-3505

[See pictures](#) from the last picnic in 2019.



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TECH DAY – SESSION #1

BY CHRISTOPHER WINTER

PHOTOS BY RANDY EDISON

When a patient said to Dr. Marx, "Doctor, it hurts when I do this," Dr. Marx usually replied, "Well, don't do that." Such was the process of diagnosis and repair back in the day.



On a sunny and warm Saturday, June 5th, the first tech session of the CLC Potomac Region was held at the home of Scot Minesinger. Scot has a more than adequate facility for this type of activity, and I want to publicly thank him for providing it for the club's tech session. We had more people than cars, but that worked out fine as there were additional hands to lend some help. Scot worked on two mid-'70s DeVille air conditioning issues, and yours truly examined two early '80s Eldorado problems.

The air conditioning on Dave Durkin's 1976 Coupe DeVille was not blowing any cold air. The problem was soon revealed. The compressor was not cycling on due to low refrigerant. There was essentially no refrigerant in the system. It had leaked out. If the refrigerant falls below a certain level, the compressor will not engage. This is a safety feature on these cars, so the compressor does not get damaged. However, in the case of this car, the compressor was determined to be on its last legs. Anticipating this, Dave came prepared to have his car converted to R134a. This was accomplished after several hours. Even though the compressor is in need of replacement, he left late in the afternoon with an A/C system cooling his trip home to Annapolis.



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The other A/C issue belonged to Scott Patton's 1974 Sedan Deville. It was determined that this car also had a refrigerant leak. However, the faulty component could not be determined, so Scott's issue went unresolved at that time. Win some, lose some!

We had a similar batting average for the two early '80s Eldorados. Joe Cerroni's 1980 Eldorado had a column shifter that felt like mush. He came prepared with the replacement bushings for the shift linkage. One would think this would be an easy job, but as in many cases the part may be inexpensive, but the removal and replacement is not! The bushings fit in the palm of my hand, but their location was a little awkward as far as getting the right tools in the right positions to carefully remove (easier) and replace (more difficult) the bushings. Once all was complete, Joe said the shifter feel difference was "night and day." Another happy customer but remember that a \$2-part might entail \$150 worth of labor.

Sid Hussain's 1983 Eldorado had an intermittent Check Engine light and it occasionally stalled upon acceleration from a stop or at cruising speed. A road test could not duplicate the symptoms. 1983 pre-dates the standardized-On Board Diagnostics II (OBDII) and some of its various implementations. Fortunately, Cadillac provided a method to read and clear codes using a combination of buttons on the Climate Control panel. His car stored five codes relating to the Manifold Absolute Pressure (MAP) sensor and Oxygen sensor, both of which send information to the engine computer to determine the best air/fuel ratio for the current atmospheric conditions. I was able to clear four of the codes, but the code for the MAP sensor remained.

Since the problem was reported to be intermittent, something like a loose wire or plugged line could cause the problem. Also, a sensor could be failing. The MAP and Oxygen sensors are inter-related, so an intermittent or hard failure of one could cause a failure of the other. I was unable to remove the MAP sensor due to its out-of-the-way location, lack of time, and lack of spinal flexibility. Yes, some diagnoses/repairs require the flexibility of a gymnast. In many cases, the MAP sensor is under the hood, but in the case of this '83 Eldorado, it is up, under the dash. While I did not resolve Sid's issue, I think he is pointed in the right direction.

In addition to the work on the cars, we had a small feast with plenty of refreshments. Scot's friend, Mercedes Campos, pitched in by cooking hamburgers on the grill. Jack McClow brought brownies for dessert and yours truly supplied potato salad. Two of the attendees (and their cars) are relatively new to the club: Dave Durkin and Sid Hussain. I think they left with a positive impression, and I hope to see them at other club events. As it says in the founding documents of the CLC, camaraderie and fellowship amongst CLC members is one of the club's reasons for existing. This was on display at the tech session.



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Stay tuned as another tech session is being discussed. It is hoped it can take place in the Fall at a facility in Silver Spring, MD. Hope to see everyone at our next event.



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GREENBERG CADILLAC MUSEUM OPEN HOUSE BROOKVILLE, PA BY RICHARD SILLS



The [Greenberg Cadillac Museum](#) collection in Brookville, PA is owned by CLC member Dr. Steven Greenberg. He recently held an open house on Thursday-Sunday evenings, June 17-21 as part of the town's Annual Laurel Festival. According to its website, the Museum contains the largest collection of Cadillacs, 70+, in the U.S.A. The years range from 1905 to current models, representing every generation of Cadillac.

On Thursday, June 17, I drove from Lancaster, PA to Brookville to attend the open house. The town includes the historic Jefferson County Courthouse, built in 1869 and still in use (pictured left). It gives you a flavor of how the past is preserved in small towns in Pennsylvania.



Dr. Greenberg welcomed the visitors and gave guided tours of his collection, answering many questions in the process. The Cadillacs are displayed in two buildings on the same piece of property. The buildings are extensively decorated with Cadillac dealer memorabilia and other showroom items. They were previously used as the showroom and shop of the Ludwig Cadillac Company, the long-time Cadillac dealer in Brookville, PA. There is presently no Cadillac dealer in Brookville, although there is one in the nearby town of DuBois, PA. The collection includes every decade of Cadillac production from the earliest single-cylinder models through recent models, including a CTS-V Coupe, a CTS wagon, and an XTS Platinum. While there are many fine collections of Cadillacs, I am not aware of any that provides such a complete coverage of Cadillac's history as a marque.



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Below you see a mid-'80s Eldorado Biarritz convertible and a 1994 Sedan deVille. The '94 was the last car owned by Dr. Greenberg's father, Jerry, who died in 2009 at age 92. Jerry Greenberg was a World War II officer who served on General Eisenhower's staff.



Here are some pictures from the Museum's website to show the range of years on display.



1906 Model K



1924 Model 63 Coupe



1934 Five-Passenger Sedan



1947 Series 62 Club Coupe



1950 Fleetwood



1964 Fleetwood



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TOURING THE MARYLAND EASTERN SHORE BY CHUCK PIEL

"GET OUT THERE AND DRIVE YOUR FAVORITE CLASSIC(S)!"

I know it sounds like a broken record by extolling the joy and satisfaction of getting behind that beloved steering wheel. Among our favorite driving activities is our participation in driving tours, most recently the AACA (Antique Automobile Club of America) Eastern Divisional Tour on the Eastern Shore of Maryland, held June 2-5, 2021, and based in Cambridge, Maryland. While our participation was cut short by a conflicting family event, we still had a day and a half of driving bliss in our 1941 Cadillac 6267D Convertible Coupe. In all, 48 cars from nine states registered, the longest distance being Florida.



Our '41 Convertible at the beginning of the AACA tour

While the tour was based out of the Holiday Inn Express in Cambridge, MD, on June 2 we drove directly to our first event in St. Michaels, MD – a cruise on the working oyster skipjack *H.M. Krentz*. Our 84-mile drive to St. Michaels was a pleasant and uneventful trek from our home down I-97 to Route 50 and across the Chesapeake Bay Bridge. We arrived in St. Michaels and parked at the Chesapeake Bay Maritime Museum, where the *H.M. Krentz* was moored. Since we were early, we enjoyed a leisurely lunch in town at the Galley Restaurant on Talbot Street.

At the Maritime Museum, we met several of our tour mates, including Ernie Screen and Randy Turner from Thurmont, MD, who were driving a yellow '66 Coupe Deville and Bobbie & Mike Zimmerman from Wayne, PA, driving an '89 Mercedes 560SL. The Zimmermans had formerly owned a '41 Series 60 Special, and are good friends of Marty Watkins of the CLC Valley Forge Region and the late Bob Crimmins of the CLC Raritan River Region – good friends of ours as well. We were greeted by the *H.M. Krentz* skipper, Captain Ed, who led us to the boat docked behind the museum. Directly astern from it was a 120+ foot luxu-yacht called the *Le Reve*, which was quite a visual nautical contrast!



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The [H.M. Krentz](#) at low tide – riding below the pier. Captain Ed (in green shirt) narrating from the helm.

The [H.M. Krentz](#) is a 70-foot working skipjack launched in 1955 in the Northern Neck of Virginia. While she is normally sailed by a two-to-five-person crew, today Captain Ed was the lone crewman. Not to despair as he has been a waterman on the Chesapeake and Choptank rivers since 1972, so he had no problem handling the sails and the helm as we departed St. Michaels. Our two-hour sail included an informative narrative on all that goes into oystering and crabbing off the Eastern Shore. As an oyster lover myself, it was fascinating to see how the oysters are dredged and sorted, as demonstrated by Captain Ed while single-handedly handling the sails and helming the ship.

Upon our return, we were wondering how Capt. Ed would maneuver the skipjack into its dock by himself. A deck hand on the *Le Reve'* also closely watched as we all admired Ed's smooth and skillful maneuvering and tying down at the dock. This wasn't Capt. Ed's "first rodeo!"



Yacht *La Reve'*, directly astern of the skipjack was quite a nautical contrast!

Upon the conclusion of the sail, some of us decided to have dinner at the Crab Claw Restaurant on the water next to the museum. Of course, I had to sample some of the local raw oysters. We enjoyed the company of Bobbie & Mike Zimmerman and Audra & Dave Kamberger of Salisbury, MD, who brought their '41 Plymouth on the tour.

We then proceeded to drive the 26 miles to our host hotel, the Holiday Inn Express in Cambridge, where we connected with the rest of our 90 tour mates in 45 cars at a reception and driver's meeting.



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One of my concerns was the threat of heavy rain overnight. Our '41 convertible had never been out in the rain since we owned it. As it turned out, we did experience quite a downpour before dawn, but the rain stopped as we were getting ready for Day 2 of the tour, Thursday, June 3. I was somewhat relieved that we only suffered a slight drip on the rubber mats on the front floor of the car. The wipers and defroster work well and I had RainX'd the windshield, so visibility was not a problem.

Due to the size of the tour, the participating cars were broken into four groups. Our group's first stop was less than a mile from the hotel, the [Kool Ice & Seafood](#) processing plant in Cambridge. We were greeted by its owner, Dave Nickerson, and his manager, who conducted a tour of the crab processing and ice operations. Kool Ice has been in business since 1972 and buys and processes blue crab, shrimp, scallops, clams and ten varieties of fish. Being a native "Baltimorean," I learned to pick steamed blue crabs at a very young age, but many of our non-local tour mates were fascinated by the the picking operations. We met a 91-year-old gentleman (Mr. James), who has been picking crab claws for over 50 years. The pickers work hard and are paid about \$5/lb. of crab meat for their labor. We saw a chart that shows what Kool Ice pays watermen for blue crabs: Larges are \$185/bushel and Choptank-caught larges top out at \$200/bushel. We were told that each bushel yields about 5 pounds of crab meat, so the larger sizes are not picked. Instead, they are sold to crab houses for much higher prices. This gave me a new appreciation for the price of crab meat!



Meeting up at Kool Ice & Seafood – 91-year-old Mr. James picking crab claws.

Our next stop was the [Harriet Tubman Underground Railroad National Historic Park](#) in Church Creek, MD, about a 12-mile ride from Kool Ice. Several groups congregated here for a tour of the museum and to have a picture taken of each vehicle in front of the exhibit. Prior to this, I had only a peripheral understanding of what Harriet Tubman did. The exhibit was an eye-opening education as to the hardship and cruelty she suffered, and the courage and ultimate victory Harriet Tubman celebrated over slavery and bondage. No tour to the Maryland Eastern Shore should miss this important exhibit.



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Debbie and I with a life-sized bust of Harriet Tubman. Line-up of some tour cars at the Tubman Exhibit.

Once we wrapped at the Tubman Exhibit, it was now time for some Eastern Shore hospitality at Old Salty's Restaurant on Hooper's Island. The 13-mile scenic drive over the bridge to Hooper's Island was a rendezvous of all tour participants. Here we enjoyed a sumptuous buffet lunch of crab cakes, pineapple melt, country ham and home-made pies, with plenty of seconds! Old Salty's is situated in Fishing Creek, MD, a fitting name for this community with breath-taking views of the Chesapeake. Here we parked next to another Cadillac on the tour, a stunning burgundy 1990 Sedan Deville owned by Lester & Susan Manwiller of Fleetwood, PA.



Our '41 parked next to the Manwillers' 1990 Sedan Deville at Old Salty's Restaurant in Fishing Creek, MD

After our delicious lunch, the tour vectored 13 miles back to Church Creek MD to the [Blackwater National Wildlife Refuge](#). Overseen by the Maryland Department of Natural Resources, Blackwater was established in 1933 and is the largest wildlife refuge in the State. It is also the densest breeding ground for bald eagles on the East Coast north of Florida and a prime flyway for migrating Canadian Geese. It includes 24 freshwater ponds, called impoundments, that cover 368 acres. The variety of animal and marsh habitat is impressive.



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After a 25-minute talk/video at the visitor's center, we were able to do a driving tour of the entire refuge, five plus miles, most of it through active waterways and marshland. It was striking to experience such an impressive wildlife area on a relaxing and fulfilling drive in our vintage rides. From Blackwater, we motored about 20 miles back to the hotel through a scenic back-road route. Storms were looming, so we stayed close to the hotel for dinner on our own.



Early on Friday, June 4, we left to come home for our family event. The '41 was able to dodge the raindrops, while we enjoyed the 85-mile ride home over the Chesapeake Bay Bridge back to Ellicott City. In all we had 260 trouble-free and very enjoyable miles in our old Caddy.

Regrettably, we missed the events of June 4-5, including visits to the Cambridge Historical Museum, [Classic Motor Museum](#) in St. Michaels, a luncheon at Union United Methodist Church (the Methodist Church was founded on the Eastern Shore of MD), a ride on the Oxford-Bellevue Ferry and a farewell lunch and Paddle Wheel cruise.

While we were touring, no one needed the services of our trouble truck (complete with enclosed trailer), so there did not seem to be any hard-luck situations. Kudos to Charles Emery and volunteers of the [Eastern Shore](#) and [Bay Country](#) Regions of the AACA. Due to COVID, the tour was postponed twice, and everything had to be rescheduled twice, no small feat.

If you can participate in a CLC National or Regional Driving Tour, or an AACA event like this one, DO IT! You will not regret it. These are some of the most fun activities in which we participate in our great hobby. Besides, our cars like to be driven!

SAVE THE DATES!



CLC National Driving Tour 2022

When: Sunday, October 30 – Friday, November 4
Where: Starting in Virginia Beach, VA
Contact: Dave Rubin
david@DavidBRubin.com
914-980-6776



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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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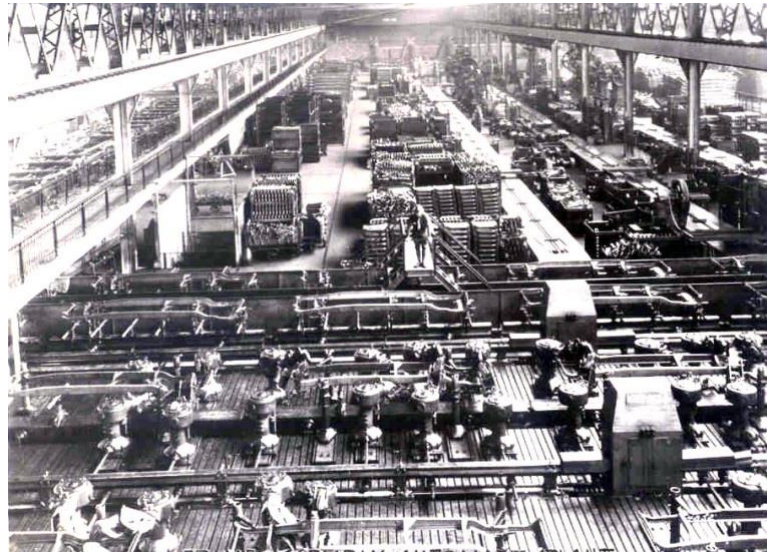


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THE A. O. SMITH AUTOMATIC FRAME PLANT BY LARRY GOOD

One hundred years ago, the A. O. Smith Company was already capable of producing 10,000 automobile frames per day – mind boggling. The Smith family of entrepreneurs in Milwaukee were manufacturing pioneers on the level of Henry Ford, constantly inventing, researching, engineering, and improving. They started with bicycles in the 19th century. At the turn of that century, they got into making automobile chassis, including Cadillacs from 1903 until 1990. It was Cadillac's longest running contract.



**"The Mechanical Marvel,"
in operation from 1921 to 1958**

In 1921 Smith launched operation of the huge, state-of-the-art, automated frame manufacturing facility, nicknamed "The Mechanical Marvel," and with that landed an exclusive contract to produce all General Motors chassis. A. O. Smith supplied other car makers, too, and then transferred some of their manufacturing technology to pipeline fabrication. The company became highly diversified with its engineering innovation, which helped it survive in later years. During the Depression they made glass-lined beer kegs. During WWII they made bombs and after the war made water heaters, motors and more.



**1953 Eldo #64 now resides at the
[Deer Park Winery & Auto Museum](http://www.deerparkwinery.com) in Escondido, CA.**

This background helps us understand something about 1953 Eldorado #64 (pictured left). Back in the 1970s it was thought this car was securely in a shop in Laguna Canyon, in southern California, but the shop caught fire and burnt down. Dave Ventresca of Los Angeles, CA, tells the story that the entire top of the car melted, destroying the pot metal, top assembly, hood and part of the interior. The bottom of the car was untouched, which is important to this narrative about frames.



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Eldorado #64 was originally an Arizona car with no rust and no undercoating. After the fire, the branding of the chassis manufacturer, A. O. Smith, was still legible on the right frame rail. The car was then restored by Brad Dunn, a renowned expert who had already done several '53 Eldorados. He made a new stencil to duplicate the original marking and applied it to the restored chassis (pictured above). "AOS," naturally, stands for A. O. Smith, followed by the date of issue, "2-25-53." "CAD 328104-52" is the A. O. Smith part number for the convertible frame with an extra heavy square plate in the middle. "M" probably designates the Milwaukee plant, and of course, "62 CONV" is the Cadillac convertible series. Convertible chassis were always beefed up a bit to compensate for the lack of rigidity provided by a sedan's hard roof.



The body-off restoration of Eldorado #64, as Dave describes it, is stunning. Brad Dunn used many NOS body panels, including a unique Eldorado hood he found at the AACA Fall Hershey Swap Meet. The car took a series of top show prizes upon its debut in 1982 and is now the main feature of a convertible museum, the Deer Park Winery & Automobile Museum, founded in Escondido, CA, by the late Robert Knapp.

Soon after that Dave Ventresca started the long restoration on his own 1953 Eldorado #337. He wrote, "My car had the following printed on the side rail (between the 3rd and 4th body mount). It is printed in block letters with three lines:

AOS 6-12-53
CAD 328104-52
M 62 CONV



"My car was undercoated, but I used a fairly cool torch to melt it off the whole car. Then I used a plastic bondo applicator to remove the tar off the frame in delicate places such as this. That preserves the white lettering."

The numbers Dave found on his chassis were the same as on Eldorado #64 except for the date. Dave's 1953 Eldo is equally stunning (pictured left).



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A CLC Forum post by William Link shows an original marking, not restored. It is placed further back on the right frame rail of Eldorado #145 (pictured right).

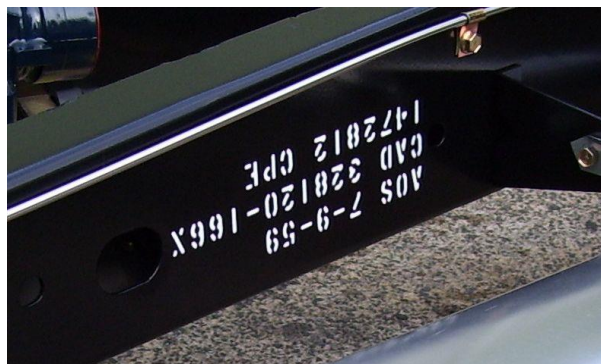
Eldorados #64, #145 and #337 are the only three that I've seen with 1953 AOS frame markings, but the A. O. Smith Automatic Frame Plant should have labeled every chassis it made. In other years and on other marques, the AOS stencil appeared upside down on the driver's side. Here are examples of other Cadillacs, taken from CLC forums.



1963 Sedan Unrestored, Jason Edge



1964 Sedan Unrestored, Kevin Campbell



1959 Coupe Restored, Grant Owen

These frames were made in a different plant since 'The Mechanical Marvel' only worked until 1958. The 1959 marking shows both the AOS part number and the GM part number. The markings from the '60s show less.



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Late in the millenium, passenger cars abandoned frames for unibody construction, so A. O. Smith shifted its production to truck and SUV frames. The company went through hard times and then sold off its automotive division. Today A. O. Smith is a global business but without the production of car frames.

Many stenciled markings have been rusted away with time or sandblasted away during restoration. In case they haven't been, it may still be possible to find the characters by washing the areas with water, mild detergent and a soft brush. Other markings were covered by undercoating when new at the dealership and never seen again. In this case, Dave Ventresca's method of uncovering chassis stencils may work for some.

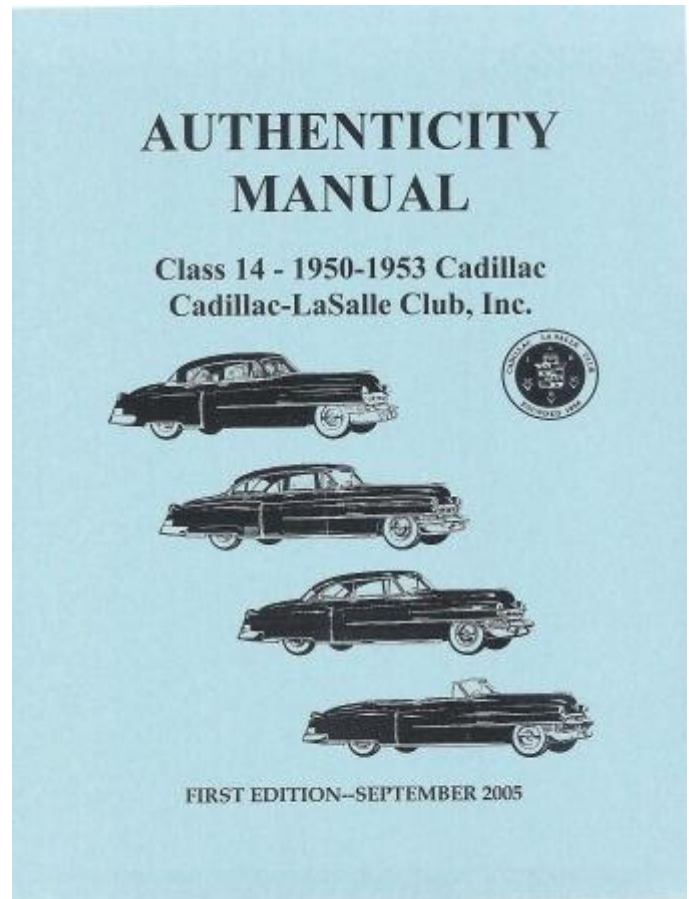
The only paint color I have seen on Cadillac frame markings is white. Many Chevys have red. From everything I have read, paint was applied with a roller, so if you see overspray, you know it's not original.

My own '53 Eldorado, #352, is being restored now. To be sure, I will apply the A. O. Smith, ¾" block letter, #328104-52 branding to the right frame rail, right side up. Considering the Cadillac VIN sequence, shipping dates and so forth, I prorated my AOS issue to an estimated date of 7-6-53. That is what I will paint on my chassis.

Corvette collectors already have a good handle on frame branding. They have published lists by date of the A. O. Smith part numbers, GM part numbers, plant designations, letter size, paint color and stencil location. 'Vette vendors offer stencil kits by year and model. Fans of this marque have even discovered an original ¾" stencil cutting machine.

Most Cadillac collectors are not at this level of detail yet. Quentin Hall restores Eldorados with correct chassis markings in Australia, but most Cadillac restorations elsewhere do not include them. The [CLC Class 14 Authenticity Manual for 1950-53 Cadillacs](#) does not mention chassis branding. It would make a nice addition to a Second Edition.

Stay tuned for more '53 Eldorado stories.





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LIFETIME OF CHEVYS AND CADILLACS BY BOB WILLIAMS



**Bob Williams,
circa 1945**

My father worked in the sales division for Chevrolet from 1927 until 1944 when he resigned to buy a Chevrolet dealership in Silver Spring, MD. The store was purchased from Garland Wolfe, but we could not move into the new building because it was being leased by the government under the War Powers Act of 1941 for \$1.00. They installed the Johns Hopkins Applied Physics Lab (JHAPL) and used that location until the end of hostilities. In the meantime, our temporary operation was located a few blocks away. When a JHAPL vehicle came in for service, it took priority for service and labor. It was not until the end of the war that we discovered Hopkins developed the proximity fuse for the atomic bomb at that site. They later bought the building.



**Bob standing next to a 1953 Corvette in the vehicle brochure
Key Biscayne, FL**

The first job that my brother and I had at the dealership was to take inventory of the parts, followed by cleaning the floors, picking up parts, driving the tow truck and helping mechanics take engines, transmissions and rear ends apart. Every night around 10:00 PM, we hand-shoveled coal into the furnace as there were no automatic loaders available. With WWII still on, the Chinese Embassy had no gas coupons for their 1938 Cadillac Convertible Sedan, so our dealership purchased the vehicle. I used it on dates and to pick up fellow students on my way to high school.



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1957 Cadillac Limousine that Bob's three golf partners and he drove to Pinehurst, N. C. to play golf, circa 1958

My father sold his Chevrolet dealership in 1955. I bought my Chevrolet-Cadillac dealership on March 24, 1958, in Lebanon, PA. We moved into a new building in December 1973, just in time to encounter the oil problem that sent gas prices soaring. For the next two years, the demand for large cars and trucks was low in the U.S.A., so we shipped them to Beirut, Jeddah and Cairo along with a fair number of parts. Wanting to always move south, I sold the Pennsylvania business and opened a Chevrolet dealership in Greenville, S.C.



**Bob & Lucille Williams
South Carolina Chevrolet
Dealers Association Trip
1987**

After retiring in 1989, I became more active in golf and tennis at the Green Valley Country Club. This kept me busy for several years, but the car bug bit me again. So, I started collecting and trading in low-mile, pristine Cadillacs through my [Cadillac Cream Puffs](#) website, where the most popular model has been the 1976 convertible, the last Cadillacs made at the Clark Avenue plant in Detroit. The average window sticker was about \$11,500, but in a few years, prices skyrocketed to \$60,000-\$70,000 because these were the last convertibles. One of the ones I owned had nine original miles and another one had nineteen. The nine-mile car was a 1976 Cadillac Eldorado Bicentennial Convertible.



**Bob and JoJo Ruby at the
2017 CLC Grand National
McLean, VA
Photo by Dan Ruby**

Only 200 Bicentennial convertibles were produced, and they were all identical in triple white with red piping around the white leather seats, red and blue pin stripes on the hood and doors with a plaque on the dash indicating that it was one of the last 200. During the last 20 years, I have shipped this model and others to buyers all over the world.

Editor's Note: Special thanks to Bob Williams for helping to create the NEW [Bicentennial Eldorado Registry](#) webpage. His knowledge of these cars and their ownership history is second to none.



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CADDIE CLASSIFIEDS

Cars For Sale



NEW ARRIVALS 1939 Series 60 Four-Door Sedan, asking \$28k; 1939 Series 75 Four-Door Sedan, asking \$43k; 1940 Series 72 Four-Door Sedan, asking \$42k and 1940 Series 62 Convertible Sedan, asking \$45k – All are in excellent condition – Listing price for each totals \$158k, but would prefer to sell them as a “package” for \$149k – [See pictures](#) – For more info, contact Steve Maloney at 609-707-7258 or stephenmaloney@verizon.net – Cars are located in Haddon Heights, NJ



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](#) – **Reduced to \$45,000** – For more info, contact Les at 703-609-9058 or 13rmcrelic@comcast.net – Car is located in Gainesville, VA



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](#) – **Reduced to \$18,500** – For more info, contact Rick Mahan at 202-368-0452 or remahan05@comcast.net – Car is located in Lanham, MD



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 – 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](#)



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](#) – **Asking \$1,500** – For more info, contact Joe at sinfulsaint99@yahoo.com – Car is located in Nokesville, VA



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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 – Car is located in Granite Falls, NC



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.q1951@gmail.com – Car is located in Wheaton, MD



NEW ARRIVALS 2006 DTS Performance Collection - 15k miles - **\$21,900**; 2008 DTS Luxury II Collection - 23k miles - **\$21,900**; 2008 DTS Performance Collection - 45k miles - **\$21,900** and 2009 DTS Luxury Collection - 34k miles - **\$21,900** – [See pictures](#) – For more info, contact Paul Sevag at 610-836-8200 or sevagmtr@gmail.com – Cars are located in West Chester, PA

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