



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

January 2022



DIRECTOR'S MESSAGE

BY DAN RUBY

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LIAISON
NEWSLETTER COLUMNIST
RICHARD SILLS

Happy New Year to all! As we begin 2022, our Region will be very active during the winter months. First, we have been invited by CLC Potomac Region member Nick Ferrantino of Houston, TX to a FREE dinner at the AACA Museum in Hershey, PA on Sunday, January 16 to celebrate Betty White's 100th Birthday. Nick donated Betty's 1977 Cadillac Seville to the Museum, and we adopted the car. See a personal invitation to everyone on page 2.

Also happening in January is the Washington, DC Auto Show at the Walter E. Washington Convention Center from Friday, January 21 to Sunday, January 30 that will include display space for several classic car clubs including ours, the Chevy Club, Corvette Club, Lincoln Club and Mustang Club, respectively, plus exotic vehicles. Sadly, Cadillac Motor Car Division won't be on-site with new vehicles, but the Auto Show will still be a great combination of modern and old ones to see. Volunteers are needing to staff our space – see page 3 for sign up information. If you plan to attend, you will be required to show proof of vaccination and wear a mask in accordance with the mayor's current vaccine mandate. [Visit](#) the Auto Show website for any changes based on the latest status of the pandemic.

Then in February we look forward to holding our Annual Holiday Party at the Springfield Country Club in Virginia. See the flyer on page 4 for more information. Please check ahead for each of these events as things may change due to local guidelines concerning the pandemic.

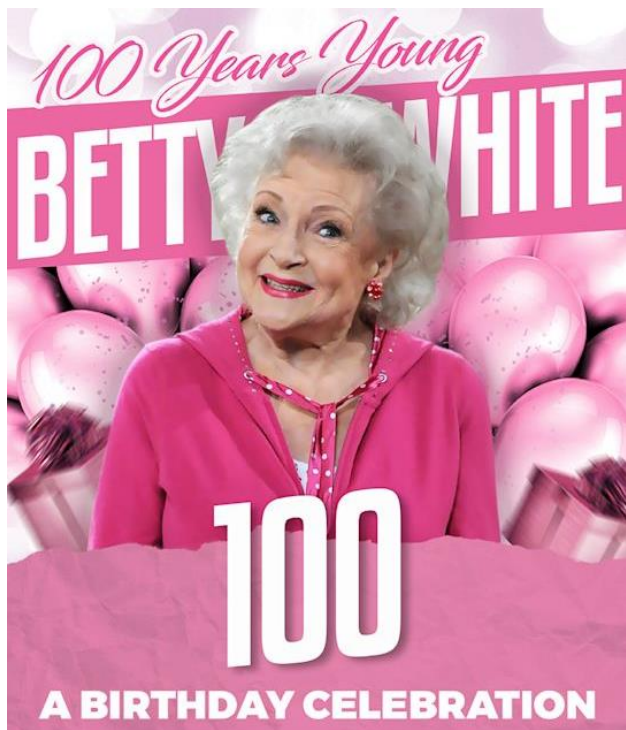
I'd like to recognize the efforts of our Activities Director Christopher Winter for his active role in each of the three events listed above. He is constantly looking to hold diverse events for all of us to enjoy.

Please stay safe and hopefully we can get back to some normalcy soon!

Dan Ruby



Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2022



"Betty" was used as a prop on the TV show *Mama's Family*, episode titled "[Mama for Mayor: Part 1](#)"

Celebrating Betty White's 100th Birthday and "Betty's" 45th

Everyone is cordially invited to attend a **FREE** buffet dinner (cash bar available) at the AACA Museum in Hershey, PA on Sunday, January 16, 2022, from 5:30 PM to 8:30 PM to celebrate the 100th birthday of the great American icon, Betty White. The dinner is being sponsored by CLC Potomac Region member Nick Ferrantino of Houston, TX, who donated Betty's 1977 Cadillac Seville to the AACA Museum where it is on permanent display. The car was given to Betty new by her late husband, **Password** host Allen Ludden. She named it "Parakeet" and now the car is affectionately called "Betty."

Betty White is synonymous with television. Many of us will remember her from her roles on ***The Mary Tyler Moore Show***, ***Mama's Family***, ***Password***, ***Match Game***, ***The Golden Girls***, ***Saturday Night Live***, ***Hot in Cleveland***, and many other comedic productions. To celebrate her work on TV, dinner attendees will be able to participate in re-creations of the game shows ***Match Game*** and ***Password***.

Come join fans of Betty White and "Betty" along with fellow CLC members, friends of the Museum, and lovers of classic cars.

**Sunday, January 16, 2022
5:30 PM to 8:30 PM
AACA Museum
161 Museum Dr.
Hershey, PA 17033**

RSVP REQUIRED by end of day Friday,
January 7, 2022, to Christopher Winter
via email at cchwinter@cavtel.net

On Monday, January 17, 2022 (Betty White's actual birthday), a movie tribute will play in selected theaters nationwide, on that day only. Use this link below for more info about the movie: <https://consequence.net/2021/12/betty-white-100th-birthday-documentary-trailer-watch/>.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2022



Volunteers Needed for Washington, DC Auto Show

The Potomac Region is happy to announce that we are again invited to participate in the Washington, DC Auto Show, running from Friday, January 21 to Sunday, January 30, 2022, at the Walter E. Washington Convention Center. This year we will have a larger space on the ground floor near the Jeep Experience exhibit (which draws a LOT of traffic) and are planning to have up to six (6) classic Cadillacs in our space.

WE NEED YOUR HELP! There will be approximately 90 hours of exhibit time to fill over the nine days of the show. We need volunteers to staff the space during show hours to watch over

the cars, answer questions from attendees, and help folks that may want to join the CLC and the Potomac Region! Many of you have volunteered in the past. As a volunteer, you will receive an exhibitor pass that allows you **FREE** entry into the entire run of the show. If you plan to attend, you will be required to show proof of vaccination and wear a mask in accordance with the mayor's current vaccine mandate. [Visit](#) the Auto Show website for any changes based on the latest status of the pandemic.

As in the past, to better manage the times, we have broken each day's show times into shifts as follows:

DATE	SHIFT 1	SHIFT 2	SHIFT 3
Friday, January 21	12 PM to 3 PM	3 PM to 6 PM	6 PM to 10 PM
Saturday, January 22	10 AM to 2 PM	2 PM to 6 PM	6 PM to 10 PM
Sunday, January 23	10 AM to 3 PM	3 PM to 7 PM	
Monday, January 24	12 PM to 4 PM	4 PM to 9 PM	
Tuesday, January 25	12 PM to 4 PM	4 PM to 9 PM	
Wednesday, January 26	12 PM to 4 PM	4 PM to 9 PM	
Thursday, January 27	12 PM to 4 PM	4 PM to 9 PM	
Friday, January 28	12 PM to 3 PM	3 PM to 6 PM	6 PM to 10 PM
Saturday, January 29	10 AM to 2 PM	2 PM to 6 PM	6 PM to 10 PM
Sunday, January 30	10 AM to 3 PM	3 PM to 6 PM	

Please consider volunteering for as many shifts as possible, especially on the Friday and weekend shifts when the crowds will likely be the largest. Please email Chuck Piel at chuck_piel@verizon.net with the days and shifts you can help. Thanks for your consideration!





Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2022



Announcing the Potomac Region's Annual Holiday Party

**Join your fellow Potomac Region members
for good food, beverages and holiday cheer!**

Sunday, February 13, 2022

12:00 – 4:00 PM

Springfield Golf and Country Club

8301 Old Keene Mill Road

Springfield, Virginia 22152

703-451-8600

Price: \$35/per person

**Spouses/Significant Others and
Children are welcome!**

For information, contact

Christopher Winter

at 410-869-8619 or

cchwinter@cavtel.net

DIRECTIONS FROM I-495 BELTWAY:

- Take I-495 to Braddock Road West (Exit #54A)
- Turn left on Rolling Road (VA 638S)
- Turn left on Old Keene Mill Road (VA 644W)
- Club is on your right immediately past the Shell station

**Plenty of parking for your
Cadillac or LaSalle**

Enjoy the Springfield Buffet

- **Mixed Greens with Almonds and Dried Cranberries (Balsamic Vinaigrette and Ranch Dressing)**
- **Chicken stuffed with Broccoli and Cheddar Cheese**
- **Beef Bourguignon with Wine, Carrots and Mushrooms**
- **Whipped Garlic Potatoes**
- **Roasted Vegetables**
- **Warm Rolls and Butter**
- **Assorted Cakes and Pies**
- **Coffee and Tea**
- **Cash Bar: Wine, Beer, Cocktails**

RSVP (Accepts Only by February 1, 2022)

Number Attending: _____ x \$35 = _____

Name(s): _____

Name(s): _____

Name(s): _____

Name(s): _____

**Make check payable to
CLC Potomac Region and mail to:**

**Bill Hilliard, Treasurer
12602 Eldrid Ct
Silver Spring MD 20904-3505**

Dress Code: Holiday Casual

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



Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2022



**MEET THE WOMAN WORKING TO REDEEM
CADILLAC'S HISTORY AT LE MANS
BY HANNAH ELLIOTT
OCTOBER 22, 2021
[BLOOMBERG NEWS](#)**

In 2023, GM's luxury brand will enter the world's most prestigious car race for the first time in 20 years. Laura Klauser is leading the campaign—which starts now.



Maryland native Laura Klauser of Cadillac Racing at the Long Beach Grand Prix
Photo by Eric Klauser

"Brownies have gained me relationships like you wouldn't believe," Laura Klauser says over the phone on Oct. 12.

Klauser will be at the helm in the prestigious 24 Hours of Le Mans in 2023 following Cadillac's surprise decision to enter the race, the first time in 20 years. She has the kind of title—sports car racing program manager—that lets you know "the buck stops here." But the mechanical engineer by trade says it's only in recent years that she's felt confident enough to show her tough-as-nails colleagues a softer side.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2022



"When I was younger, I did everything I could to run away from anything that was considered feminine—I didn't want to seem too girly," says Klauser, a Maryland native who's an alumna of Mercy High School in Baltimore and worked at General Motors Co. for 13 years. Starting out as an entry-level engineer, she progressed to addressing powertrain issues as an integration engineer, then later managed the Cadillac and Camaro teams that raced (and often won) in series such as the Rolex 24 Hours and IMSA Michelin Pilot Challenge. Those races are held under the International Motor Sports Association sports car racing sanctioning body, which is a division of NASCAR.



Cadillac has not announced the name of the car that will race in 2023, but the new Cadillac LMDh-V.R prototype is designed to conform to special racing hybrid specifications. It will be based on a standardized chassis and incorporate a hybrid powertrain system with a conventional combustion engine and distinctive bodywork.

Photo by Richard Prince

As it happens, Klauser's "softer" side emerged in the form of sweet confections given as rewards to team members and employees when she was managing racing programs for GM. But rather than undermine her authority with her mostly male staff, the homemade "win biscuits" endeared her to them, she says.



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

January 2022



"When I was younger, I went way too far in the male space," Klauser says. "But I've realized there is a lot of benefit to traits that we classify as feminine. One of those is really taking the time to get to know people that you work with—to care about them as individuals and about the people who they love. Being able to connect two people who want the same thing, but can get there faster if they work with each other, that is what I have always been good at."

Klauser will need to lean on everything she's learned at GM to nail a win for Cadillac at Le Mans in 2023, when the brand will go up against foreign racing legends including Acura, Audi, BMW, and Porsche. Held annually since 1923 near the town of Le Mans, France, the race is the world's oldest endurance motor event and, along with the Indianapolis 500 and Monaco Grand Prix, a member of the triple crown of motorsport. The car that wins Le Mans covers the greatest distance over its 8.5-mile track in 24 hours; most drivers log more than 5,000 kilometers (3,107 miles). The 2023 event will be the centenary running of the world's most prestigious and grueling endurance car race, which was glamorized in the Hollywood film ***Ford v Ferrari***. Porsche holds the most wins, with 19 victories. Audi has won 13 times; Ferrari has nine outright victories.

Race cars using hybrid technology have competed there for decades, so Cadillac's hybrid prototype entry isn't revolutionary, though it will be closely followed. Cadillac finished in a disappointing 9th and 12th place the last time it was there, in 2002; its lackluster 10th- and 11th-place finishes in 1950, the only other time it raced at Le Mans, were equally unimpressive. (Teams in this type of auto racing often field two cars per race.)

"Unfortunately, our challenge is the lack of experience in that [Fédération Internationale de l'Automobile] series," Klauser says. "Having all the sports car programs under me [in the past], we are able to do a lot of transfer of knowledge, so that's good news. But until you go there and experience it firsthand it's not the same as being told what to expect."

Klauser declines to speculate about which drivers would be named for the season in 2023. In races for next year, the Cadillac team will include time-tested Renger Van der Zande (Netherlands), Sebastien Baude (France), Earl Bamber (New Zealand), and Alex Lynn (the U.K.). In the meantime, Klauser is working with her team to refine the race car (still in prototype form) and laying the groundwork for the 2023 racing season by working out budgets, resources, goals, and awareness. She's also at the track. A lot.

There are auspicious signs of things to come. Italian manufacturer Dallara has committed to build the chassis for the new hybrid prototype Cadillac will run at Le Mans. It also built the car that last year earned Cadillac its fourth win in a row at the Rolex 24 at Daytona.

What's more, the 2023 race in the hybrid prototype coincides with the launch of the Cadillac Lyric production electric car, which sold out in 19 minutes when it went on sale on Sept. 18. The electric synergy bodes well as an indicator of things to come, Klauser says.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2022



"We are pursuing an electric future; Cadillac is leading the way [for GM]," she says. "The ability to switch directly into full electric racing doing the endurance races that pull on our heart strings like Le Mans, it's not quite there yet. But the hybrid is the next step to incorporating that electric energy into the power unit."

If the prototype wins at Le Mans, Klauser says, she's planning to make "a giant tiered cake" to celebrate.



**Klauser and her first car, a Ford ZX2, in Maryland
Photo by Laura Klauser**



Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2022



**DARA FREEMAN LEADS CADILLAC STRATEGY
BY STEVE SEEPERSAUD
BINGHAMTON UNIVERSITY (STATE UNIVERSITY OF NEW YORK)
PHOTOS BY DARA FREEMAN
NOVEMBER 12, 2021
[BINGUNews](https://www.bingunews.com)**

Alumna's successes include marketing the 2021 Cadillac Escalade.



Dara Freeman runs sales operations and strategy for Cadillac North America

Dara Freeman '08 says her life is an example of being at the wrong place at the right time. When she tore her knee during a senior year intramural soccer game, her plans for graduate school got torn up as well. As she rehabbed her knee and tried to figure out her next career move, she was recruited to work for General Motors (GM) at its regional office in New York. That launched a career path that has placed her in the role of running sales operations and strategy for Cadillac North America.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2022



Freeman joined GM as the economy crashed in 2008 and worked with Chevrolet dealerships to help them stay afloat. She later moved to the Cadillac brand, where she was a strategic sales manager for large markets including New York and Boston. Then she moved to GM's headquarters in Detroit, where she oversees dealer communications and strategy, vehicle launches and e-commerce for Cadillac.

"I'm thrilled to be at the core of a global brand with a premium heritage that has lasted more than 100 years," Freeman says. "I'm part of an elaborate team that stops at nothing to develop a customer experience that aligns with the highest tier of luxury."

Freeman says the launch of the 2021 Escalade is one of her biggest marketing successes. Her team had refined processes enabling Escalades to move as quickly as possible through manufacturing and logistics stages. Even then, customers have had to wait six to 12 months to bring their vehicles home because of incredibly high demand for the Escalade.



"I've executed training programs for our nearly 900 Cadillac dealerships to hone their knowledge of the vehicle and ensure customers are well taken care of," she says. "I've also been a conduit to some of the biggest names in Hollywood as they order their Escalades, going from the early stages of putting buildable options on their vehicles all the way to delivery."

With bankable celebrities such as Justin Timberlake and Kylie Jenner behind the wheel, and changes to the body and drivetrain of Cadillac's other fleet members, the brand has shed its reputation for being a car of choice for older consumers.

"Our product is no longer a suite of large touring sedans," Freeman says. "We have agile and nimble compact sedans that hug the road

and whip your hair back. I'm also proud that the brand is willing to lead in innovation. We are committed to transforming to an all-electric future in just a few short years."

Like any marketer, working through the pandemic has been a challenge. In Freeman's case, the problem wasn't necessarily in trying to drive sales in a down economy. Instead, the company had to overcome part shortages and reassure safety-conscious car buyers.

"A global microchip shortage has left all auto manufacturers reassessing supply chains and reconfiguring components accordingly," she says. "In my role, specifically, the challenges of COVID brought the opportunity for me to develop a more pristine cleanliness protocol to our dealerships nationwide through the 'Cadillac Clean' program. And my team focused on new solutions to procure digital touchless sales and delivery offerings to customers."

"My Binghamton University education and experience were unforgettable, and helped to land me in the fast-paced automotive industry," she adds. "I always go back to the unforgiving floor of the West Gym, where I tore my knee into shreds at just the right time to throw my life off its intended course. I'm forever grateful for that small speed bump."



Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2022



92 YEARS AGO, CADILLAC SALON OPENED IN MIAMI BEACH

BY c2a.studio

ORIGINALLY PUBLISHED IN APRIL 2020



This photograph of the interior of the new Nolan-Peeler Motors Company building, recently completed at Lincoln Road and Pennsylvania Avenue, Miami Beach, FL. The formal opening of the Cadillac Fleetwood custom salon will be from 10:00 AM to 10:00 PM today. In the picture are shown the latest Fleetwood custom body styles on Cadillac and LaSalle chassis. A cutaway Cadillac chassis is a feature of the exhibit. It was sent here following its exhibit at the New York Automobile Show. The building was designed for salon purposes by Robert L. Weede and V.E. Virrick, associate architects of Miami. W.F. Bonsack was the general contractor. The modernistic theme is carried out in both the exterior and interior treatment. The continuous expanse of glass which encloses the salon space was installed by the French Mirror and Plate Glass Company of Miami.

The Herald, Miami, FL, January 24, 1930

If you strolled along Miami Beach's Lincoln Road in 1930, you'd stumble upon the Cadillac Salon. This was a luxury automobile dealership launched right at the beginning of the Great Depression. They were super exclusive and wanted you to feel that way when you walked into their showroom on the southeast corner of Lincoln Road and Pennsylvania Avenue.

By 1942, government agencies bought the building, and the dealership was history. For the next five decades, the original facade's bas-relief and zigzag ornamentation were completely covered until renovators rediscovered them. While scanning a nearby project, our 360° lasers captured some details of the dealership's historic bas-relief sign showing airplanes, cars (LaSalle and Fleetwood brands) and giant logos.

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www.clcpotomacregion.org



Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2022



Today, the building is a Guess Store in the Lincoln Road Mall with the sign on the building restored to its original look (top left). Since our Revit team had some downtime over the past few weeks, we decided to draft a quick [as-built 3d model](#) to show how easy it is to safeguard architectural heritage (below left). The effort to accurately laser scan historic facades is far less than the cost of potentially losing them. Scanning not only allows you to capture accurate measurements and create shop drawings and elevations, but you can also 3d print details in concrete, stone and many other materials. The city of Miami Beach has a lot of this hidden art, and it would be a shame to lose it.

Pictured right is an ad from *The Miami News* on April 8, 1932, when the salon was in its full glory.





Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2022



HAGERTY INSURANCE BOSS SEES OPPORTUNITY FOR CLASSIC CAR COMMUNITY POST-IPO

BY KRISTIN V. SHAW

DECEMBER 4, 2021

THE DRIVE

*The public offering of a car insurance company is in stark relief
to the fire-hose influx of EV startups.*



Hagerty, the company you may know only as an insurance provider for classic car owners, is making big moves this year. Along with the acquisition of the Amelia Island Concours d'Elegance, which it announced in June, Hagerty also owns the Concours d'Elegance of America, the California Mille, and the Greenwich Concours d'Elegance. It wasn't long ago that Hagerty launched car-sharing service DriveShare, which connects people to classic rentals like the 1981 DeLorean I got to drive in California a few months ago.

And as of this week, it has emerged after a \$3 billion merger with Aldel Financial Inc. (a special purpose acquisition company, or SPAC) as a publicly-traded company on the New York Stock Exchange. Now found under the symbol HGTY on the NYSE, Hagerty has its sights set on even more market share of the classic car segment.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2022



During an interview with CEO McKeel Hagerty this week, I noted that his family's company has been in business since 1984. Why go public now? "Hagerty has been growing organically for a long time," he says. "As I could see the company scaling up and we gained confidence that the growth will keep going, I knew we had to figure out what we were going to be when we grew up."

He recognized that some of his plans are associated with a bigger price tag, and a capital infusion was the best way to move forward. The IPO is happening "three or four years" sooner than he expected, but it made sense to roll with it.

But then the SPAC merger opportunity presented itself, and it seemed ideal for a closely-held firm, especially for a family business. So-called "blank check" firm Aldel allowed Hagerty to go public now to take advantage of the growth he sees for the future and actualize it right away, he says.

"As I started looking at it, I realized we shouldn't wait," he says. "We were ready now to raise capital in the market and still retain family control."



With many automotive IPOs currently focused on technology related to the autonomous category or EVs, the Hagerty public offering is a refreshing flashback to life before the dot-com boom. McKeel says the business is thriving and predictable, and with 40 years or so in its pocket, the company sees opportunity.

Current research shows the insurable collectible car market is hovering around 43 million, with Hagerty insuring around five percent of that number. Of the nearly 11 million pre-classic 1981 autos in the U.S., almost 12 percent are insured by Hagerty.

"Because we have this insurance business that is regulated with numbers that have to be reported anyway, it's not even a quarter turn for us to go public," McKeel says. "Are there new stakeholders? Yes. Are there more people we want to please? Yes. Are we going to be driven supposedly by a bunch of strangers? Absolutely not. That's just not what we're going to do."



Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2022



With the IPO, McKeel plans to run the company the way Hagerty customers expect, but on a bigger scale. He says he's super excited that the company will have more resources to create member value. It will also be able to attract new talent, which can be more challenging as a private company. With public companies, executives can get equity as well as a salary, and that broadens the applicant base.



In the vein of creating community and preserving car culture, Hagerty will also expand its successful Garage+Social offering. Each location features climate-controlled, dust-free garages with round-the-clock security paired with space for enthusiasts to gather and hang out. McKeel and his team believe collectors and enthusiasts are hungry for more ways to find each other and build bridges between them.

"There's a much larger body [of classic car enthusiasts] that's out there, but it's very disconnected," McKeel says. "We're trying to build connective tissue."



Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2022



Contrary to negative rumors about young people disengaging from the automotive segment, McKeel says Millennials in particular are enthusiastic about cars. The population number of the generation is huge and they're now entering the classic car market. The pattern of those potential buyers is repeating what their parents did; they're entering their 40s and buying cars. Anything that looks like a vintage Bronco or Jeep is especially hot right now, McKeel says.

In May 2021, the company launched its new Hagerty Drivers Foundation, which the company says "provides scholarships for students in the automotive field of education, offers financial support for automotive startups and grants for innovative business ideas, and continues to build the National Historic Vehicle Register, which documents the invaluable history of our automotive past." On top of that, through its various organizations, Hagerty has donated \$20 million to preserve and promote historic vehicles.

As a fan of classic cars, community, and culture, Hagerty is on track to help maintain both history and future as a stabilizing force alongside fast-paced high-tech companies. That's not to say that Hagerty isn't using all of the data and technology it has available to care for car culture, because they do. However, they're using it to safeguard what we have and leverage the things about classic cars that we love: nostalgia, historical data, and lessons we've learned along the way.



An award-winning author with 20 years of experience in marketing and public relations, Kristin Shaw's writing portfolio reflects a broad range of topics and styles from international corporate communications and speech writing to blog posts and personal essays. [Visit](#) her website for more information.

Region Merchandise	
 <p>https://gmclubapparel.com/collections/clc-potomac-collection</p>	<p>CLC POTOMAC REGION CLUB STORE</p> <p><i>Show Your Club Pride!</i></p> <p>Order gear at Visit Website</p> <p>Members receive a discount.</p>



Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2022



CADDIE CLASSIFIEDS

Cars For Sale



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



1953 Coupe Deville Parts Car – Good parts still available like some of its glass, chassis, and rear axle with the 3.07 differential – **Best offer** – For more info, contact Larry Good at lgood@goodllc.com or 301-538-1544 – Car is located in Swartswood, NJ



1993 Sedan Deville Spring Edition – From the estate of long-time CLC member Mary Moscati – Car was gifted to Mary's late significant other, Buddy Abell, by Capitol Cadillac in Greenbelt, MD when he retired in 1993 as Shop Foreman after approximately 50 years of employment – CLC Senior Badge #975 awarded at 2017 Grand National in McLean, VA – 27,999 miles – Excellent overall pampered condition – Original documentation available including window sticker – [See pictures](#) – **\$16,000** – For more info, contact Michael Moscati at 301-606-1422 or Janet Moscati at 410-570-6838 or janetmoscati@outlook.com – Car is located in Pasadena, MD

Parts Wanted

Wheel Covers for a 1938 Cadillac Model 65 – Covers only fit 65-75 series – Tire size is 750-16, so the wheel covers need to be 16 inches – At least two needed in reasonably good shape (four preferred) – **Trunk Latch for a 1949 Cadillac Series 61 Sedan** – For more info, contact George & Rita Boxley at 410-867-2147 or ritabialboxley@verizon.net

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Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2022



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COLLECTOR CAR INTERESTS

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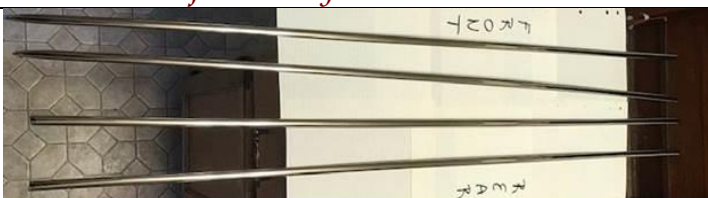
[Send email](#)

301-401-3301

CORY'S CADILLAC PARTS

Collectibles and Die Cast Cars Available

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[Send email](#)

920-210-2225



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2022 OFFICERS

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