



Cadillac & LaSalle Club Potomac Region Caddie Chronicle June 2022



DIRECTOR'S MESSAGE BY DAN RUBY

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SUMMER PICNIC HOST
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NEWSLETTER COLUMNIST
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NEWSLETTER COLUMNIST
TOM MCQUEEN

CENTRAL PENNSYLVANIA REGION
LIAISON
NEWSLETTER COLUMNIST
RICHARD SILLS

The summer months are finally upon us. Check out the two-pages of local, regional and national activities listed in the newsletter on pages 4-5 and on our [website](#). There is something for everyone.

Join club members for our Cars-n-Coffee in Annapolis, MD on Sunday, June 5, followed up by a Tech Day session on Saturday, June 11 at the wonderful home of Scot Minesinger in Fairfax Station, VA (RSVP is required – see more info on page 3). Then the Annual Father's Day Show is back at the beautiful Sully Plantation in Chantilly, VA. Those heading to the 2022 Grand National in Illinois towards the end of June, I wish you a safe and fun trip! Please take a lot of pictures.



Recently, I attended the the 31st Annual Cruisin' Ocean City, MD in May with my recently acquired 1949 Mercury (pictured above) and was shocked to see the number of Cadillacs in attendance, plus a LaSalle. The CTS-Vs were there in force, owned by a younger group of enthusiasts! Hope to connect with them at future cruisin' events.

Looking forward to seeing many of you over the summer!

Dan Ruby



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

June 2022



MAY 16, 2022 MEETING MINUTES BY VINCE TALIANO

PLACE: Maggiano's Restaurant, Columbia, MD and Zoom online

TIME: Meeting started at 8:45 PM and concluded at approximately 9:15 PM

PRESIDING: Dan Ruby, Regional Director

ATTENDEES: 12 attendees, including seven 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 Webmaster)**, **Christopher Winter (Activities Director)**, Larry Good, Dale Graves, Debbie Piel, Josh Pinho and Richard Sills

DIRECTOR'S REMARKS: Dan Ruby thanked everyone for attending the meeting. Congratulations to Dianna Moy, who is now the Acting Assistant Director of the Central Pennsylvania Region.

SECRETARY'S REMARKS: Dianna did not read the minutes from the previous meeting since they were published and distributed to all members in the April 2022 newsletter.

TREASURER'S REPORT: Bill Hilliard reported the financials from the previous meeting. Total Revenue \$1,164.14 and Total Expense \$1,267.77, equaling a Net Loss of **(\$103.63)**.

MEMBERSHIP REPORT: Franklin Gage reported that our membership total stands at 165 members.

ACTIVITIES REPORT: The following activities were discussed:

- **Upcoming PR Events:**
 - **Cars-n-Coffee, Hardesty Funeral Home, Annapolis, MD, Sun, June 5, 8:30–11:30 AM.** Thanks to Jim Govoni for hosting the event.
 - **Tech Day #1 followed by a cookout, Scot Minesinger's Home, Fairfax Station, VA, Sat, June 11, 8:30 AM–5:00 PM.** Limited to the first 10 Potomac Region members' cars (Cadillacs / LaSalles only), so a RSVP to co-host Christopher Winter is required. However, members can attend without a car that needs repair to enjoy some Cadillac camaraderie. Thanks to Scot and Christopher for organizing the event.
- **Upcoming Non-PR Events:**
 - See June newsletter or [visit website](#) for a full list of events.

NEW BUSINESS: There will be a Potomac Region Officer Election this fall. The current officers were asked to start thinking about their interest in running for office again. Better to do that now to allow time to recruit, as needed. If others are interested in learning more about the upcoming election, please contact Dan Ruby.

VIDEO: Dianna played the [Cadillac-Poolside](#) commercial for members to enjoy and discuss.

NEXT MEETING: Our next meeting will be on Monday, June 20 at 7:30 PM at the Silver Diner in Merrifield, VA.

ADJOURNMENT: Meeting adjourned at approximately 9:15 PM.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle June 2022



EVENTS UPDATE BY CHRISTOPHER WINTER



The Potomac Region will host a Cars-n-Coffee on Sunday, June 5, from 8:30 to 11:30 AM, at the Hardesty Funeral Home, 12 Ridgely Ave., Annapolis, MD 21401. Thanks to member Jim Govoni for providing the venue.



Don't drink too much coffee or eat too many donuts, as there are many places in Annapolis to dine after the event. Plan to make it a day! For more information, contact Christopher Winter at 410-869-8619 or cchwinter@cavtel.net.



Is your car ready to drive to the Grand National or anywhere else for that matter? Announcing Potomac Region's Tech Day #1 for 2022! The event will be held on Saturday, June 11, from 10:30 AM – 5:00 PM, at the home of Scot Minesinger, 8600 Running Fox Ct., Fairfax Station, VA 22039. It will be followed by a cookout (please bring food to share). Christopher Winter and Scot will serve as co-hosts and instructors. Limited to the

first 10 Potomac Region members' cars (Cadillacs / LaSalle's only), so your RSVP is required. However, you may attend without a car that needs repair to enjoy some Cadillac camaraderie.

If you plan to drive your car to the Grand National in Illinois and have a concern, bring your car to the tech session to see if we can alleviate your concern. If you have a car with a known issue that you would like help resolving, bring your car to the tech session and we will attempt a diagnosis and repair (please bring the vehicle's shop manual), provided you have the needed parts. We will examine as many cars as time and complexity allow. We can discuss general repair issues as needed. RSVP required to Christopher Winter at 410-869-8619 or cchwinter@cavtel.net by Wednesday evening, June 8.



Calling all old cars and trucks! Later this summer we have scheduled a Cars-n-Coffee at the National Capital Trolley Museum in Colesville, MD. Prior to our event, the Trolley Museum will hold an "Anything with Wheels" show on Sunday, July 24, from 11:00 AM – 3:00 PM. They would like Potomac Region members to attend with their old car or truck for the enjoyment of the Museum goers. If interested, contact Christopher Winter at 410-869-8619 or cchwinter@cavtel.net.



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

June 2022



2022 EVENTS CALENDAR

Date	Time	Event	Location	Contact
Jun 5 Sun	8:30 am – 11:30 pm	Potomac Region Cars-n-Coffee	Hardesty Funeral Home Annapolis, MD	Christopher Winter at 410-869-8619 or send email
Jun 11 Sat	10:30 am – 5:00 pm	Potomac Region Tech Day #1	Scot Minesinger's Home Fairfax Station, VA	Christopher Winter at 410-869-8619 or send email Limited to 10 cars RSVP Required by Wed, Jun 8
Jun 12 Sun	Cruise-in at 10:00 am, Brunch starts at 11:00 am	CLC Valley Forge Region Spring Cruise-in and Brunch See flyer	Desmond Hotel Malvern, PA	Don Miller at 610-329-4377 or send email
Jun 19 Sun	Staging starts at 10:30 am	5th Grade Graduation Car/Motorcycle Parade	Magruder High School Derwood, MD	Irene Johnson at 202-379-8584 or send email
Jun 19 Sun	10:00 am – 3:30 pm	47th Annual Father's Day Antique and Classic Car Show See flyer	Sully Plantation Chantilly, VA	John Dougherty at 703-971-8033 or send email
Jun 20 Mon	7:30 pm – 9:00 pm	Potomac Region Monthly Meeting	Silver Diner Merrifield, VA	Dan Ruby at 301-343-1463 or send email
Jun 21-25 Tue-Sat		CLC Grand National hosted by the West of the Lake Region Visit website	Westin Chicago Lombard, IL	Dan Graziadei at 847-707-4790 or send email Valerie Leon Brown at 708-254-4966 or send email
Jul 9 Sat	9:00 am – 11:30 pm	Potomac Region Cars-n-Coffee	TGI Fridays Rockville, MD	Christopher Winter at 410-869-8619 or send email
Jul 18 Mon	7:30 pm – 9:00 pm	Potomac Region Monthly Meeting	Location TBD	Dan Ruby at 301-343-1463 or send email
Jul 24 Sun	8:00 am – 3:00 pm	18th Annual All Vehicle Show hosted by the VCCA Free State Region See flyer	Reisterstown Regional Park Reisterstown, MD	Mike Natale at 443-465-7492 or send email
Jul 24 Sun	11:00 am – 3:00 pm	Anything with Wheels Show	National Capital Trolley Museum Colesville, MD	Visit website
Jul 27-30 Thu-Sat		Mecum Auction <i>Discounted admission and/or bidder passes for CLC members with advance online registration</i>	Pennsylvania Farm Show Complex Harrisburg, PA	Visit website
Aug 6 Sat	1:00 pm – 6:00 pm	Potomac Region Summer Picnic	Dan & JoJo Ruby's Owings, MD	Dan Ruby at 301-343-1463 or send email
Aug 6 Sat	9:00 am – 3:00 pm	First Hose Company of Boonsboro Car Show	Fire Station 8 Rohrersville, MD	Jessie 240-313-5454 or Kim 240-315-1660
Aug 13 Sat	9:00 am – 11:30 pm	Potomac Region Cars-n-Coffee Visit website	National Capital Trolley Museum Colesville, MD	Christopher Winter at 410-869-8619 or send email
Aug 13 Sat	9:00 am – 2:00 pm	47th Annual Metro Chapter Buick Club/Capitol City Rockets Oldsmobile Club All-GM Show See flyer	Eagle Ridge Middle School Ashburn, VA	Joe Padavano at 703-927-9196 or send email
Aug 15 Mon	7:30 pm – 9:00 pm	Potomac Region Monthly Meeting	Location TBD	Dan Ruby at 301-343-1463 or send email



Cadillac & LaSalle Club Potomac Region Caddie Chronicle June 2022



Date	Time	Event	Location	Contact
Aug 20-21 Sat-Sun		Second Annual CLC Northeast Inter-Regional Meet and Car Show	AACA Museum Hershey, PA	Michael Stinson at 267-251-8588 or send email
Aug 26-28 Fri-Sun		The Atlantic City Auction & Car Show	Convention Center Atlantic City, NJ	Visit website
Sep 10 Sat	8:30 am – 3:00 pm	33rd Annual All-GM Show sponsored by the Maryland Camaro Club See flyer	Walkersville Volunteer Fire Department Walkersville, MD	Visit website
Sep 17 Sat	9:00 am – 11:30 pm	Potomac Region Cars-n-Coffee	TGI Fridays Rockville, MD	Christopher Winter at 410-869-8619 or send email
Sep 17 Sat	11:00 am – 3:00 pm	46th Edgar Rohr Memorial Antique Car Meet	Manassas Museum Manassas, VA	Bill Sessler at 703-368-2367 or Visit website
Sep 18 Sun	9:00 am – 4:00 pm	Hagley Museum Car Show See flyer	Hagley Museum Wilmington, DE	302-658-2400 or send email
Sep 19 Mon	7:30 pm – 9:00 pm	Potomac Region Monthly Meeting	Location TBD	Dan Ruby at 301-343-1463 or send email
Sep 22-24 Thu-Sat		CLCMRC Fall Festival Visit website	Gilmore Car Museum Hickory Corners, MI	Bill Anderson at 443-994-5455 or send email
Sep 28-Oct 2 Wed-Sun	Gates open daily at 7:00 am	Fall Carlisle	Carlisle, PA	717-243-7855 or Visit website
Oct 4-7 Tue-Fri Note new days	Gates open daily at 7:00 am	AACA National Eastern Fall Meet	Giant Center and Show Grounds Hershey, PA	Visit website
Oct 15 Sat	8:30 am – 3:30 pm	City of Rockville Antique and Classic Car Show Visit website	Rockville Civic Center Rockville, MD	240-314-8620 or send email
Oct 16 Sun	9:00 am – 2:00 pm	CLC Valley Forge Region Annual Car Show co-hosted by the Lincoln and Continental Owners Club Philadelphia Region	Peddler's Village Lahaska, PA	Michael Stinson at 267-251-8588 or send email
Oct 17 Mon	7:30 pm – 9:00 pm	Potomac Region Monthly Meeting	Location TBD	Dan Ruby at 301-343-1463 or send email
Oct 20-Nov 4 Thu-Fri		CLC National Driving Tour Visit website	Starting Location: Virginia Beach, VA	Dave Rubin at 914-980-6776 or send email
Nov 21 Mon	7:30 pm – 9:00 pm	Potomac Region Monthly Meeting	Location TBD	Dan Ruby at 301-343-1463 or send email



In conjunction with the 2022 CLC National Driving Tour, the CLC has been invited to include eight Cadillacs / LaSalle's in the [Hilton Head Island Car Club Showcase](#) on Saturday, November 5, 2022 (this event is the day before the highly regarded Concours). The registration fee for the Showcase includes admission to the Concours, so you are getting a good deal in addition to just having fun with your car and promoting the CLC. The deadline for registration is July 1st. For more information, please contact David B. Rubin, Chairman, 2022 CLC National Driving Tour, at 914-980-6776 or david@davidbrubin.com.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle June 2022



**MEET THE CADILLAC TYPE 51
BY PAARTH KHATRI
PHOTOS BY THE GM HERITAGE CENTER AND HYMAN LTD.
[CARTOO, HONEST CAR ADVICE](#)
APRIL 2, 2022**



1915 Cadillac Type 51: the first car to use a key ignition, three-pedal layout, and center-mounted gears

Mercedes-Benz S Class is considered by many to be the car that brings the futuristic features that eventually trickle down to mass-market cars. Today, we have an interesting story about an American car that came with features that we are still using. But the thing to note is this car was launched way back in 1915.



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

June 2022



The Type 51 was Cadillac's first vehicle that came with eight cylinders. It was launched in 1915. It produced 70hp. The transmission was a three-speed unit that sent the power to rear wheels only. Before this, they either used four-cylinder engines until 1909 or one-cylinder engines through 1905. The Type 51 could hit a top speed of 65 mph or 104 kmph.



It came with a new chassis called the 'A' platform, which was also used on Types 53, 55, 57, 59 and 61. They all came with a V-8 engine and were launched as a new model almost every subsequent year that included basically minor improvements Cadillac made to the Type 51. Cadillac also introduced interchangeable components which they called "International Standard." It basically meant that they standardized component

production through interchangeability, which resulted in being the recipient of the Dewar Trophy in 1908 and 1913.

The Type 51 came with 27-inch wood artillery wheels with moveable rims. You could have also gotten wire-spoke wheels. There were many different body styles in which the Type 51 was offered, such as a five-seater, seven-seater, a roadster, and a salon.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle June 2022



1917 Cadillac Type 55 Opera Coupe

In 1917, Cadillac introduced Type 55 which made some significant changes to the looks. This time cast iron was being used to construct the doors of the two and four-door models. Cadillac now sold the vehicle in 12 body styles which included some commercial versions too. You could get it as an ambulance, hearse and even a police patrol car.

Nowadays, we have gotten rid of keys. Cars now come with keyless entry and push-button start or stop the engine. There are also now automatic transmissions which got rid of the clutch pedal. We even redesigned the gear lever. Many modern cars are using buttons or a rotary dial to change the gears. Tesla Model S and Model X Plaid are on another level. In them a computer automatically changes the drive mode and decides whether the car would go into drive or reverse when you first sit in it.



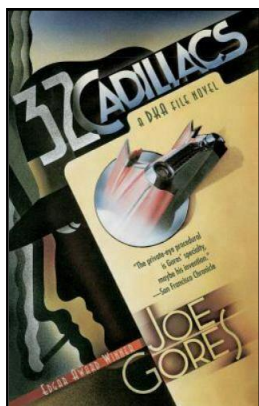
Cadillac & LaSalle Club Potomac Region Caddie Chronicle June 2022



CADILLAC NOVELS AND BOOKS BY STEPHEN CLARK

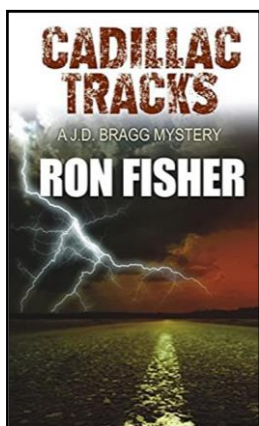
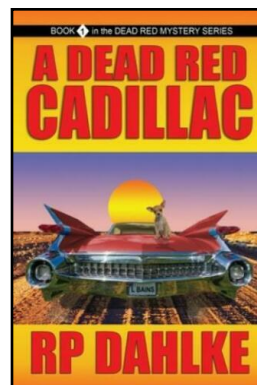
During the past few months, I have read 21 novels about Cadillacs and approximately 44 books on Cadillacs, Tuckers and Automobiles.

The top six novels about Cadillacs were:



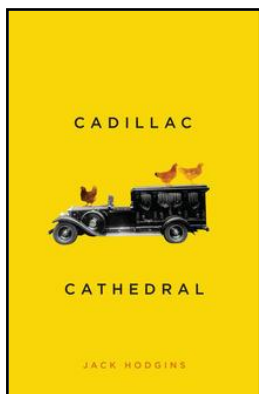
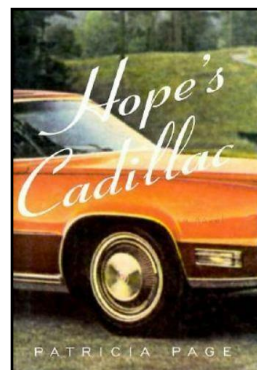
32 Cadillacs by Joe Gores, an Edgar Award Winner. 338 pages of an interesting, intertwined story of gypsies, scams to steal 32 Cadillacs and repossessions. Takes place throughout the United States. *****

A Dead Red Cadillac by R.P. Dahlke, 275 pages centering around a red 1958 Cadillac found tailfins up in a lake, with a dead body inside. The owner is the suspect and must clear herself. What follows is a twisting investigation that takes place in California and links her family to a 20-year-old murder.*****



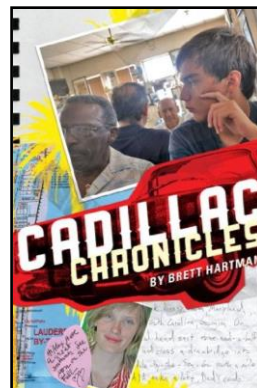
Cadillac Tracks (a J.D. Bragg Mystery) by Ron Fisher, 309 pages involving grandpa's 1959 black Cadillac Eldorado, as his son J.D. Bragg, a journalist, hunts for truth in his grandpa's murder. Takes place in Georgia and North and South Carolina. *****

Hope's Cadillac by Patricia Page, 334 pages about a woman's struggle for wholeness and independence and the 1969 Cadillac Eldorado she gets after a divorce. Mostly takes place in Houston, TX. ****



Cadillac Cathedral by Jack Hodgins, 211 pages by a Canadian storyteller. Takes place on Vancouver Island and is about a road trip in a 1930's Cadillac Cathedral hearse that has been refurbished. *****

Cadillac Chronicles by Brett Hartman, 255 pages about a road trip in an old Cadillac De Ville with a 16-year-old boy and an elderly black man. The trip is intended for the boy to meet his father, and for the elderly man to say farewell to family. Political, racial, and personal issues happen on the wild ride which takes place on the East Coast of the United States. *****

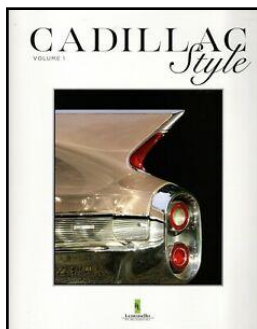




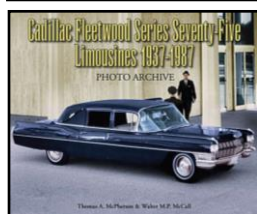
Cadillac & LaSalle Club Potomac Region Caddie Chronicle June 2022



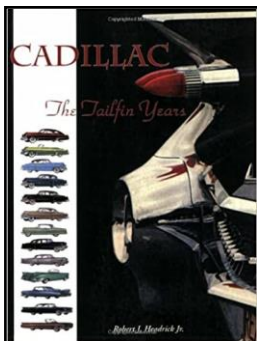
The top six Cadillac books were:



Cadillac Style, Volume I, by Richard Lentinello, a fabulous, limited-edition coffee table book, with 127 pages of color pictures and informative information on special selected LaSalle and Cadillacs. Includes a 1909 Model 30, 1929 Town Sedan, 1931 Sport Phaeton, 1933 LaSalle Convertible Coupe 345-C, 1933 Fleetwood Limousine, and 22 other models. Published in 2018. The plan is to have a Volume II. *****



Illustrated Cadillac Buyer's Guide by Richard M. Langworth, 160 pages with black and white photos and tons of information on all the postwar models from 1946-1982. ****

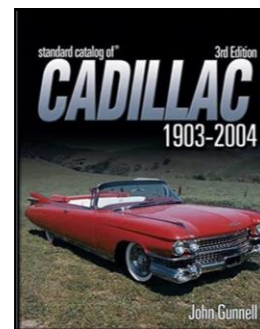
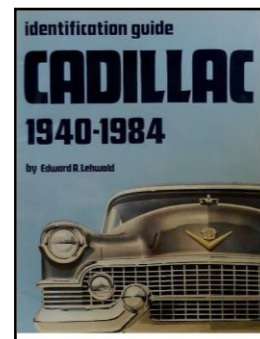
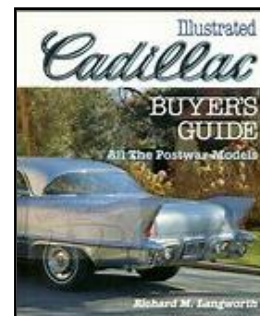


Cadillac Fleetwood Series Seventy-Five Limousines 1937-1987 Photo Archive by Thomas A McPherson and Walter M.P. McCall, 126 pages with black and white photos and lots of descriptive details and facts. ****

Identification Guide Cadillac 1940-1984 by Edward A. Lehwald, 95 pages with black and white photos and all details, facts and figures, and pricing of each model during those years. ****

Cadillac the Tailfin Years by Robert J. Headrick, Jr., 126 pages on 1948-1964 models, with black and white and color photographs and car advertisements, with model details and specifics. *****

Standard Catalog of Cadillac 3rd Edition 1903-2005 by John "Gunner" Gunnell, 400 pages chock full of color pictures and all the details of each model during that period. *****



I have all these and a total of about 76 Cadillac-related books in my personal library. Most can be found and purchased on eBay or found in local libraries. If you are interested and cannot obtain a specific book, I would be glad to loan out my copy.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle June 2022



ADRIAN AND HIS 1965 CADILLAC BY ADRIAN ZAMMIT

[Editor's note: In March 2022, we reprinted a story from the [RockAuto](#) newsletter titled *Adrian's 1965 Cadillac Coupe DeVille*. The response was overwhelming with readers wanting to know more about Adrian from Malta and his car. So, we contacted him, and he graciously provided the rest of the story.]



My wish to own a classic American car started back when I was very young and rode in a 1985 Ford E-250. I was amazed by the size of the thing. It is so uncommon to see something like that in Malta where Japanese and European cars are the most common vehicles on the road, mainly because of their efficiency and compactness. From then on, I always had a special interest in American cars, especially land yachts! When it comes to American land yachts nothing comes to my mind except Cadillac or Lincoln; however, I was always more obsessed with Cadillacs.

At that time, I didn't even know anything about Cadillacs, until I saw a 1965 Cadillac at a local car show. Its presence, size and beauty simply took me away. I knew that I had to have one. Immediately I started searching on the internet to find one in a very good condition. I wanted to buy a Cadillac with a red exterior and beige interior, one of my favorite color combinations. I learned how difficult it is to find a used car in the colors you want, let alone one that is 50+ years old. However, after three years of constant searching, I found a 1965 Cadillac Coupe DeVille in those exact colors (Crimson Firemist paint – Code-98, and Sandalwood interior) with only 41,000 miles and two previous owners. Immediately I contacted the owner to purchase it.



The seller informed me the car originally was sold in January 1965 in South Carolina to a Mr. J.G Hunter, who unfortunately passed away a couple of years after purchasing the car. It stayed in his family but was not used often. That is one of the main reasons the car was really preserved with only 41,000 miles. In 2010, it was purchased and moved to Houston, TX, where it stayed until I bought it in June 2020, after the seller provided me with sufficient information, photos and videos of the car showing it was still in pristine survivor condition.



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

June 2022



It was loaded on a truck and transported to New York, where it was shipped to Valletta, the capital of Malta. The whole journey took around two and a half months.

After a lot of research, I found out that the colors are not common. The paint code was an option for the Deville model, but standard on the Eldorado model. Other than that, it has the two-spoke steering wheel instead of the three-spoke tilt and telescoping steering wheel. Later I learned that this steering wheel was originally used on 1964 models, but some cars produced in early 1965 had it as well. In 1966, all Cadillacs had the the three-spoke tilt and telescoping steering wheel.

I first saw my Cadillac in September 2020, and what a moment it was. I drove it to Gozo, the sister island of Malta, and was very impressed on how easy and comfortable it was to drive. Since

then, I have done some repairs and preventive maintenance such as changing the gas tank, fuel lines, fuel pump, all filters and fluids, breaker points, spark plugs, coil, brakes, and wheel cylinders. I added an aluminum radiator with brand new hoses and thermostat. Basically, I made the car more reliable and easier to drive in today's traffic. So far, I have put over 3,000 miles on it, using it every Sunday and sometimes even during the week for an evening or night cruise after work.





Cadillac & LaSalle Club Potomac Region Caddie Chronicle June 2022



After putting the work into it, this car has never let me down. It has always put a huge smile on my face and turns heads wherever it goes. It is uncommon to see something this gigantic on our small roads in Malta.

Being my first classic American car and ultimate dream car, I will never sell it. In the future, I plan to import more cars from the USA because they're different from the rest of the pack here. Nothing comes as close to them in terms of size, comfort and looks. These cars were built to last. Hopefully, the older they get more people will start appreciating them and buy and maintain them, so that these time capsules never die!





Cadillac & LaSalle Club Potomac Region Caddie Chronicle June 2022



A DREAM COME TRUE – PART III BY LARRY GOOD

This is Part III in a series by Larry Good, describing the ongoing restoration of his '53 Eldorado, #352. Parts I ([January 2020](#)) & II ([August 2020](#)) told of the purchase, mechanical rebuilding and shipment overseas to the Republic of Georgia for body & paint work.



**1953 Eldorado #352 at Harbor Auto Restoration, Rockledge, FL
Photo by Maia Good, May 2022**

“Ridiculous!” This is the reaction I got over and over showing people this picture (above). I was dismayed. Why did everybody think my pride & joy looked ridiculous? Then I learned the English language had changed sometime while I was gone. Now ridiculous means “over the top fantastic.” I should have been thanking everybody for their compliments.

In any case, 1953 Eldorado #352 is finally back from the Republic of Georgia after two years, i.e., four times as long as planned. The whole crew there got Long COVID, so they’re not to blame for the delay. Life can be really tough for its victims. Moreover, I had planned to be there with the car to manage the restoration, but the pandemic grounded our family in Maryland. Internet was it.

The car was to return to Steve’s Auto in New Jersey for final assembly, but in the meantime the owner, Steve DeAngelis, passed away. This was extremely difficult to accept because he and I had become close friends. We were exactly on the same page with this restoration, and he had come up the learning curve on this unique car by disassembling it. I still have the prize-winning restoration he did on my '47 Series 61 Sedan 20 years ago. Now Steve is gone.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle June 2022



**Underside: Above, as received in Georgia
Below, after de-rusting**



Instead of New Jersey the car came to Harbor Auto Restoration in Florida for final assembly because of this shop's deep experience doing many '53 Eldorados. These cars are complicated in a few ways, so past experience was key. Remaining work includes installation of the windshield frame, all glass, top, dash with instrument panel, upholstery, accessories, hydraulics and exhaust system. It will take Harbor the rest of this year to assemble.



**Garage Gold with Owner Dato Shildelashvili
on Georgian TV**

After inspection, I'd rate the Georgian results at 95%. It needs some remedial work, but I'm not disappointed. They saved me three times as much as I would have spent on the body work. Two thousand words can't describe all the rust they repaired, so two pictures (left) have to say it all. **Garage Gold** put the village of Eniseli,

Georgia, on the map. The welded floor repairs are seamless and with all original contours. I plan to park the car upside down in my garage for my friends to marvel at the underside (just kidding).

Recall from the last installment that the bright metal and some plastic were done in Armenia, the next country over. Again, the results there were a good 95%. In Yerevan, the capital of Armenia, Armen mainly did the steel and Ashot the pot metal. You can see the front bumper and grille in the photo on page 14. These craftsmen pulled off a few miracles, too. For example the faux air scoop on the passenger's side was so bad that my friend Dave Ventresca said, "I would have thrown that piece out." (Dave's Eldorado #337 is flawless.) My scoop was mangled with holes drilled through it (see before and after shots on page 16.) Now after Armenia, the piece is better than new. That's a good thing because NOS replacements these days cost thousands of dollars.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle June 2022



Some time ago I had been corresponding with another long-time '53 Eldorado owner who had a really colorful story. He and the car were in different states then, and he didn't recall the body number. I intended to write it up after he reunited with his car and got some data with pictures. He told me his sun visors were missing. Could I help him out with that? First, I called Hill Jenkins in North Carolina to see if he could fabricate the visors in the right color. Hill said no problem, and the price seemed reasonable, so next I asked Ashot if he could reproduce the mounting hardware from my sample. Ashot said no problem and actually produced several more. Then I got an email from my friend saying he had heart problems. That was the last I heard. I can't find him anymore. Things like this make me feel really bad.

My Eldorado was missing some of the robe rail fittings behind the front seats. Fellow CLC member Marc Tuwiner had just gotten a '53 coupe with these fittings, but he also needed more for himself. So, he lent me the pieces from his coupe as patterns, and Ashot made several sets of die cast reproductions in Armenia while Dato reproduced the steel base clips in Georgia. They all match, ready to mount.



Right-Side Air Scoop: Junk to Jewelry



**Reproduction Sun Visor Mounts,
Unique to 1953 Eldorado**



**Reproduction Robe Rail Hardware:
Outside Bezels (l.)
Inside Fittings, Front & Back (r.)**





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1953 Eldorado owners agonize over their windshield wiper arms. They are unique, one year only, for 532 cars. Many original wiper arms have since been replaced with something else because of scarcity and its associated price. Mine had to be right. Fellow Eldorado owner Jeremy Weiss sold me one NOS arm for a reasonable price along with a much longer, beat-up, rusty 1954 arm for the other side. I needed somebody to transform the wrong arm into a good mirror image of the right arm. I asked Ashot to give it his best shot. The results are more than satisfactory, given the starting point.



Restored Eldorado Wiper Arms, Top & Bottom



Correct Repro Exhaust Clamps from Georgia

Getting the car back to America was an adventure because of the international shipping crisis, another surprise. I had read that containers weren't available anymore, but after trucking the Eldorado across Georgia to Port Poti, Dato found a container right away. You can see Dato joyriding around the port in this [short clip](#).

The car was loaded onto three different ships until it reached Florida, but despite transfer delays and itinerary changes, it

arrived months before I expected it. Then there was a bugaboo at customs. At first officials in Port Miami pulled the car out of line for "intense examination." (Remember **The French Connection**?) However, after some delay they waived the inspection because of the back-up. Of course, I paid a premium for everybody else's mistakes along the way, but I felt really lucky to get the car to Harbor Restoration at all before it ever snowed in Florida, and the savings still overwhelmed the costs. Someday global shipping will get back to normal with competitive pricing and delivery again.

People say I was also lucky to get my car out before Putin went in. I wasn't worried about that because we don't live in Ukraine anymore, and my cars were never there. Putin is overextended in Ukraine. He has little hope of advancing into Georgia or elsewhere any time soon.

Since this restoration began, CLC Grand Nationals have come and gone. My revised goal now is to have Eldorado #352 ready for Albuquerque, NM in June 2023, and maybe even another nice show somewhere before that. More to come.



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1953 CADILLACTHE CAR MEMORIES WERE BUILT ON! BY JAY SCHUERMANN



My wife gave me this 1953 Cadillac Series 62 Sedan (pictured left) for Christmas last year. I have been wanting one for 30 years! It is the same as my Dad's '53, no power anything except the antenna.

The car was won in a Shriners raffle in South Carolina in 1953 by a mechanic who stored it in his garage for most of its life. It was bought from a dealer in Florida, who claims the mileage of 82,000 is correct. It had been repainted the original color. I just redid the interior with the original fabric and carpet. There was minor touch up of the metal door trim that matched 100%. Also, I relined the trunk. The brakes were new and there is no rust. The transmission and engine are original to the car, but I did have the engine rebuilt and added a new carburetor. It now runs like a top!



Why a '53 Cadillac? I have to admit that there are other mid-to-late '50s Cadillacs that are much more stylish, but they don't bring back the memories like those cars do! It was my Dad's first Cadillac of the eleven he had in his lifetime.



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Caddie Chronicle

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He was born in 1913 and grew up in a very working-class family. Dad dropped out of high school to become an engraver at the "Card Plant," figuring he would be making more money than his friends would before they graduated. His parents made him go to night school, so he could never say, "I did not make it in life like my brother Bob did, who had a diploma." His brother ended up working for him!

From there he started selling sponges and chamois out of the trunk of his car to hardware and paint stores in Ohio, Kentucky and Indiana. The '50s were good to him, as he opened a warehouse, moved his family to our home in an upscale neighborhood, joined the Kenwood Country Club and bought my mother a mink cape and his first Cadillac, the '53. He had made it!

When I was only three years old, we took our first family vacation to Fort Lauderdale, FL with all seven of us in the brand-new Cadillac. Dad's next Cadillac was his 1958 hardtop with power steering, power brakes, six-way power seats, Autronic Eye, and padded dash. His next three Cadillacs were 1962 and 1964 convertibles and a 1967 Calais Coupe (the first with air conditioning) from Hess and Eiseinhardt whose main business was building hearses and ambulances on Cadillac frames. In addition, they also did special car conversions including the

1961 Lincoln Continental that was transporting President Kennedy when he was assassinated.

So, the '53 sits in my garage where I can look at it every day. My wife wants to store it, but I said, "No, I want to look at it every day." Since writing this story, the car was selected to participate

in the 44th Annual Cincinnati Concours d'Elegance on Sunday, June 12, where others can enjoy it as well.






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CADDIE CLASSIFIEDS

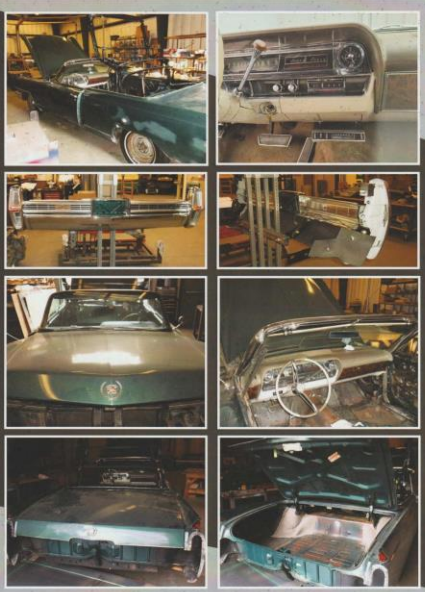
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NEW ARRIVAL 1964 Eldorado Project Car – For more info, call David West at 301-797-4479 or 240-291-3834 - Details by phone - No text/no email - Car is located in Hagerstown, MD



1992 Coupe Deville – Real time capsule w/only 26k original miles – Gold edition w/continental kit, in trunk – Always garaged kept and driven less than 900 miles per year – Three-owners – A/C converted to R134 in 8/19 – Originally purchased from a dealer in Louisville, KY and then shipped to Florida, then Arlington, TX and now in Georgia – Clear title in current owner's name – Cotillion White with Lapis Blue full carriage roof and dark blue leather interior and carpet – All original except four new Toyo P205/70/15 tires with less than 1,000 miles and a new battery in 1/22 – Car starts and runs very well – Stereo plays well – Very loaded automobile, as most Cadillacs are – Engine is the workhorse and reliable 4.9 Port Fuel-Injected V8 – Comes with a cover, both sets of keys, owner manual and window sticker – You won't find a nicer, cleaner '92 Coupe Deville with less miles – An appreciating classic Cadillac – Overall a 9.5 out of 10 – [See pictures](#) – **Asking \$16,500** – Serious collectors will covet a great car like this one – For more info, contact John at 770-587-3464 (leave message) or [send email](#) – Car is located in Roswell, GA

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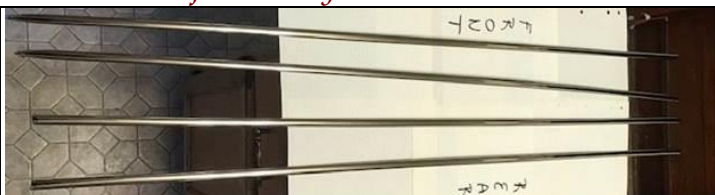
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