



Cadillac & LaSalle Club Potomac Region Caddie Chronicle October 2022



DIRECTOR'S MESSAGE BY DAN RUBY

2022 OFFICERS:

REGIONAL DIRECTOR
AUTOMOBILIA AUCTIONEER
SUMMER PICNIC HOST
DAN RUBY

ASSISTANT REGIONAL DIRECTOR
CENTRAL VIRGINIA REGION
LIAISON
NEWSLETTER COLUMNIST
CHUCK PIEL

TREASURER
BILL HILLIARD

SECRETARY
DIANNA MOY

ACTIVITIES DIRECTOR
CHRISTOPHER WINTER

MEMBERSHIP DIRECTOR
FRANKLIN GAGE

NEWSLETTER EDITOR
WEBSITE MANAGER
VINCE TALIANO

NATIONAL DIRECTOR
NEWSLETTER COLUMNIST
JACK MCCLLOW

OTHER KEY POSITIONS:

ASSOCIATE NEWSLETTER EDITOR
SANDY KEMPER

NEWSLETTER COLUMNIST
RITA BIAL-BOXLEY

NEWSLETTER COLUMNIST
CHRIS CUMMINGS

NEWSLETTER COLUMNIST
SUSAN DENCHFIELD

VALLEY FORGE REGION LIAISON
NEWSLETTER COLUMNIST
LYNN GARDNER

NEWSLETTER COLUMNIST
LARRY GOOD

NEWSLETTER COLUMNIST
TOM MCQUEEN

CENTRAL PENNSYLVANIA REGION
LIAISON
NEWSLETTER COLUMNIST
RICHARD SILLS

October is arguably the best month of the year in the Mid-Atlantic area for the classic car hobby. Annual heavyweight events known by their locations more than their names are enjoyed by thousands of hobbyists from all over the world, starting with Carlisle. This year's fall edition will be held from Wed-Sun, Sep 28-Oct 2 at the Carlisle, PA fairgrounds.

On its heels will be Hershey. Please note that the event days have changed this year from Wed-Sat to Tue-Fri (Oct 4-7). As customary, it will be held on the grounds of the Giant Center in Hershey, PA.

The following weekend will be highlighted by Rockville. The Maryland city's annual antique and classic car show, of which the Potomac Region is one of the sponsoring car clubs, will be held on Sat, Oct 15 at its Civic Center. Then to round off the month nicely, Activities Director Christopher Winter has planned a Cars-n-Coffee at The Manor of Silo Falls in Olney, MD the next morning (Sun, Oct 16), followed by our October monthly meeting with lunch served. The Region will provide the morning treats and beverages while the attendees will be responsible for their individual lunches.



Recently, the CLC Museum & Research Center held its Annual Fall Festival at the Gilmore Museum complex in Hickory Corners, MI. Region member Lynn Gardner attended and submitted over 90 great photos available for viewing on our [website](#). Special acknowledgement of region member and CLCMRC Board of Director member Mark Brodsky (pictured left) for his generosity. He hosted a dinner for attendees at [Martell's](#) in Kalamazoo.

Dan Ruby



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**IN MEMORIAM: QUEEN ELIZABETH II
BY PHIL HOLE**

EDITOR, CADILLAC OWNERS CLUB OF GREAT BRITAIN MAGAZINE

To those who met her, Queen Elizabeth II, or 'The Queen' as most people referred to her, was a nice person. She put those she met at ease and made them feel special. This she did for over 70 years.

She was blessed with, what some would call, a wicked sense of humour. When a couple of American tourists came across her walking in the highlands accompanied by her personal detective, they exchanged pleasantries and then asked if she had met Queen Elizabeth II because she had a holiday home quite nearby. Before her detective could say anything, The Queen replied, "No, but Dick (her detective's name) knows her quite well." They even asked if she would take a photo of them with Dick. He in turn insisted they have a photo with his companion. There was also the instance where a policeman stopped a large chauffeur driven car because it had no license plates (The Queen's car doesn't need them). The chauffeur tried to indicate who was in the back, but there didn't seem to be anyone – The Queen and Princess Anne had crouched down into the footwell.





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The Queen had a well-documented love of horses, but like us, she also liked to drive, from her earliest days driving military vehicles in WWII into her 90s when she could be seen driving her Jaguar or Range Rover around Windsor. She was as at home in the driving seat of an official Daimler as she was in her 1961 Vauxhall Cresta PA Friary Estate Car which she owned for several years. The license plate of that car (MYT 1) can still be seen on one of the Royal Range Rovers.



To the people of the UK and many other parts of the world, Queen Elizabeth II was a constant. Prime Ministers and Presidents come and go, but for a large percentage of the population, she had been there all their lives, a head of state they didn't have to vote every so many years for and with no political affiliation or agenda. She was simply.....The Queen.

Rest in Peace!



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IN MEMORIAM: "HONEST JOHN" FOUST BY HANS DECKER

**CONTRIBUTIONS BY RICHARD SILLS AND VINCE TALIANO
PHOTOS BY GRAND EUROPEAN 2022, JASON EDGE, HANS DECKER
AND THE SELF-STARTER MAGAZINE**



It is with great sadness to report that [John Foust](#), CLC #3277, from Justin, TX recently passed away at the age of 68, after a brief illness. John was the owner of "Honest John's Caddy Corner," which provided vintage Cadillac parts to collectors and restorers since 1982. In addition to selling parts, "Honest John" offered friendly advice to any hobbyist who contacted him. Most customers quickly became friends, including myself.

I first met him when looking for a correct heater for my 1956 Coupe Deville, a North Carolina car with neither heat nor air conditioning. After calling several Cadillac parts businesses, John said he could supply one from a '56 parts car he had. It turned out to be a complex process, shipping parts from Texas to West Virginia, where my car was located. It took several iterations and "back and forth" with my mechanic to get all the correct parts and get the heater working.

After the heater was successfully installed, I called him and mentioned the frequent business trips I made to Fort Worth, just south of Justin where his salvage yard was located. John mentioned that he went out to lunch every Friday with Alan, his employee, and invited me to come along next time I was in town. On my next trip I decided to take him up on the offer. While at lunch he talked to Alan at length about how I rated the invite because I had been such a nice guy and patient customer, never complaining about the delays and corrections that we had to make on the heater. I thought he was giving me a little too much credit on both fronts, but the food and company were both excellent, so what the heck! After that I would regularly find a way to "excuse" myself from work on Friday afternoons and make the half hour or so trek up FM 156 to Justin for lunch. We would head out to lunch in one of the vintage Cadillacs on the lot. John almost always took us to a different place, always good.

One trip was to Ranchman's Steakhouse just up the road in Ponder, TX. It had once been visited by Jimmy Carter's mother, Miss Lillian, and her picture and favorable review were posted on the wall. After lunch, John would usually drive around and show me some points of interest, or some of the apartments he rented out in Denton. I always offered to pay for lunch, but he wouldn't hear of it. Once I went to a movie with John, his wife Donna, and my (now) wife Maria. At least I was able to quietly buy us all popcorn and drinks, which John had to grudgingly accept!



"Honest John" Foust and Hans Decker



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"Honest John" had many connections in the Cadillac and business worlds. He served as a liaison to CLC international chapters in other countries and had numerous overseas friends. He supplied a Secret-Service driven Cadillac (pictured on page 4) used in the Oliver Stone movie **JFK**, and parts for the 1966 Cadillac driven by Brad Pitt (Cliff Booth) in the movie **Once Upon A Time In Hollywood**.

John and Donna were regular attendees at CLC Grand National meets. Maria and I attended our first in 2016 in Las Vegas. We participated in the driving tour to the Valley of Fire with him and Donna in their 1974 Eldorado (he dubbed it a "pimpmobile" for the lavish accessories) they drove from Justin for the Meet. John made sure to introduce me to all his contacts in the CLC, which were many. He hung out with us at all the social functions and made sure we felt welcome.



The '74 Eldo "pimpmobile" leaving for the Valley of Fire driving tour in 2016

There were plans for them to visit me at my house in West Virginia before the 2017 Grand National in Tysons Corner, VA, but unfortunately issues with one of his rental properties prevented that trip.

John ranks high on the list of the most good-hearted individuals I've ever known, always concerned about others and ready to help a friend in need. When I happened to be in Fort Worth on my 60th birthday, we went to lunch, of course, Then, he gave me several hard-to-find trunk and jack parts for my '56, refusing payment as usual. The parts helped turn my trunk from the worst feature of my car to the best.

I didn't have as much contact with John after the COVID-19 pandemic, as my business trips to Fort Worth dried up. Thankfully, however, I stopped in to see him while in Texas this past June. He was very busy, as the next day he was off to Germany for the [Grand European 2022](#) (watch interview starting at the 19:54 mark) where he was a judge and award donor. John served on the CLC National Board and was its first Director (now VP) of International Affiliates. As such, he promoted the CLC worldwide, and encouraged Cadillac clubs in other countries to become affiliates of CLC. In 2019, the Club presented him with the prestigious International Activity Award in recognition of his notable contributions.



John seemed his usual self, taking one phone call after another for Cadillac parts and grouching good-naturedly about some of the clueless requests he would get. I had planned to get in touch with him again while in Texas in September but waited a bit too long. His untimely passing came as a terrible shock. Condolences go to Donna and the family. John will be missed by his many friends in the Club, and in the worldwide Cadillac community.



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LETTER TO THE EDITOR



September 8, 2022



As a follow-up to the Pink Cadillac Day story last month, here is a picture of me in the pink Cadillac prop at the 2022 Washington Auto Show in January. My 1947 Cadillac Series 61 Sedan (pictured below) was the oldest car on display in the show, while I volunteered to staff the Region's space. A good portion of the show's lower level was given to five collector car clubs representing Cadillacs, Chevrolets, Continentals (pictured behind the pink Cadillac), Corvettes and Mustangs.

ABC's Good Morning America (GMA) ran a segment on the show, spending a lot of the airtime talking about how new cars are stuck in the factory waiting for

semiconductor microchips (view on [YouTube](#)). It's hard to believe, but my car runs just fine with no chips at all.



Larry Good
Washington Grove, Maryland



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SEPTEMBER 19, 2022 MEETING MINUTES BY CHUCK PIEL AND VINCE TALIANO

PLACE: 198 Restaurant, Burtonsville, MD

TIME: 8:00 p.m.

PRESIDING: Assistant Director, Chuck Piel

ATTENDEES: Six attendees, including four officers: **Chuck Piel (Assistant Region Director), Franklin Gage (Membership Director), Bill Hillard (Treasurer), Vince Taliano (Newsletter Editor and Website Manager)** and Randy & Susan Denchfield

DIRECTOR'S REMARKS: Chuck Piel thanked everyone for attending at this new meeting location.

SECRETARY'S REMARKS: The minutes from the previous meeting were not reviewed since they were published and distributed to all members in the September 2022 newsletter.

TREASURER'S REPORT: Bill Hilliard submitted the financials from the previous meeting to the present. Total revenue for the period was \$85.01 and total expense was \$369.92, resulting in a net loss of (**\$284.91**).

MEMBERSHIP REPORT: Franklin Gage announced that we have 170 members. He also stated that the 2023 Membership Drive will be in October. Pre-printed renewal forms will be US mailed to eligible members who haven't paid their 2023 dues in advance with a renewal deadline in December.

ACTIVITIES REPORT: The following activities were discussed:

- **Past Events:**

- **2nd Annual CLC Northeast Inter-Regional Meet and Car Show, AACA Museum, Hershey, PA, Sat-Sun, Aug 20-21.** Chuck, Dan Ruby and Harry Scott attended. Thanks to Michael Stinson, Richard Sills, Robert Schles and Jan Archambeault for their hospitality.
- **Tech Day #1, Scot Minesinger's Home, Fairfax Station, VA, Sat, Aug 27.** Chuck reported there was a nice turnout of cars and attendees for the annual tech day. [View more pictures](#) taken by member Dave Durkin. Thanks to Scot Minesinger and Mercedes Campos for their hospitality.





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- **46th Edgar Rohr Memorial Antique Car Meet, Manassas (VA) Museum, Sat, Sep 17.** Franklin reported about 150 cars were in attendance. Member Bill Sessler and his son David took home a Top 35 award for their 1946 Series 62 convertible.
- **Cars-n-Coffee, TGIF Fridays, Rockville, MD, Sat, Aug 13.** Everyone at the meeting, except for Franklin who was in Manassas, attended and discussed how much they enjoyed it. Thanks to Christopher Winter for planning it.
- **Upcoming Events:**
 - **CLC Museum & Research Center Fall Festival, Gilmore Museum Complex, Hickory Corners, MI, Thu-Sat, Sep 22-24.**
 - **Fall Carlisle, Carlisle (PA) Fairgrounds, Wed-Sun, Sep 28-Oct 2.**
 - **ACA National Eastern Fall Meet, Giant Center, Hershey, PA, Tue-Fri, Oct 4-7 (Note new days).** Stop by the CLC tent located at [C4P 24-27](#) in the North Chocolate Field at light post #37. Chuck & Debbie will be volunteering Thursday afternoon.
 - **City of Rockville Antique and Classic Car Show, Rockville (MD) Civic Center, Sat, Oct 15.** Chuck has encouraged members to get their Cadillacs and LaSalle's out for this event to show our Packard Club friends what the "Standard of the World" really is!
 - **Potomac Region Cars-n-Coffee followed by Monthly Meeting, The Manor at Silo Falls, Olney, MD, Sun, Oct 16.**
 - **15th Annual Potomac (MD) Day Classic Car Show, Falls Rd. and River Rd., Sat, Oct 22.**
 - **See October newsletter or [visit website](#) for a full list of events.**

NEW BUSINESS: There will be a Potomac Region Officer Election this fall. A nominations form was published in the September and October issues (see pages 10-11). The deadline for submissions is Friday, October 21.

Also, the region is looking for a new venue to hold its annual holiday party. Thanks to Scot Minesinger for arranging the Springfield Country Club over the years.

NEXT MEETING: Our next meeting will be on Sunday, October 16 at 12:30 p.m. at The Manor at Silo Falls in Olney, MD.

ADJOURNMENT: 8:55 p.m.





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2022 EVENTS CALENDAR

Date	Time	Event	Location	Contact
Sep 28- Oct 2 Wed-Sun	Gates open daily at 7:00 am	Fall Carlisle	Carlisle, PA	717-243-7855 or Visit website
Oct 1 Sat	Starts at 11:00 am	Celebrating the 100th Anniversary of the beginning of construction of the Robert Crain Highway Visit website	Upper Marlboro, MD	Tom Cavanaugh at send email
Oct 4-7 Tue-Fri Note new days	Gates open daily at 7:00 am Car Show on Fri	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	Potomac Region Cars-n-Coffee followed by Monthly Meeting	The Manor at Silo Falls Olney, MD	Dan Ruby at 301-343-1463 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 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
Oct 22 Sat	9:00 am – 3:00 pm	15th Annual Potomac Day Classic Car Show See flyer	Falls Rd. and River Rd. Potomac, MD	Jennifer Matheson at 301-299-2170 or send email
Nov 21 Mon	7:30 pm – 9:00 pm	Potomac Region Monthly Meeting	Silver Diner Merrifield, VA	Dan Ruby at 301-343-1463 or send email

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ELECTION OF OFFICERS FOR 2023-24 NOMINATION FORM

The election of 2023-24 Potomac Region Officers shall take place on November 21, 2022. Any member in good standing shall be eligible to be nominated. Every nominee shall be contacted and must agree to be a nominee prior to the distribution of the election ballot.

Listed below are the officer positions and their respective responsibilities as written in the Region’s By-Laws. If you would like to nominate a member or yourself for any officer position, please write the name on this form in the space provided. Please make sure that your nominee is interested in the officer position. The members whose names have been inserted on this form have been nominated already and have agreed to be nominees before the preparation of this form. **This does not preclude the nomination by you of yourself or any other Region members for any of these positions.**

To be valid, all nomination forms must be received **no later than Friday, October 21, 2022**, by US mail or email to:

Vince Taliano
14 Triple Crown Court
North Potomac, MD 20878
vincetaliano@clcpotomacregion.org

1. REGIONAL DIRECTOR: The Regional Director shall 1) be the Chief Executive Officer of the Region, 2) preside at all meetings; he/she shall appoint all committees, 3) oversee the annual membership drive, 4) decide all questions of equal division and 5) have all powers, authority and duties usually accorded a Regional Director.

Nominee:	<i>Dan Ruby</i>
Nominee:	

2. ASSISTANT REGIONAL DIRECTOR: The Assistant Regional Director shall 1) be responsible for such duties that may be assigned by the Director and 2) perform the duties of the Regional Director when the Regional Director is absent.

Nominee:	<i>Chuck Piel</i>
Nominee:	

3. TREASURER: The Treasurer shall 1) collect and disburse the funds of the Region related to annual membership dues, events/tours, car shows, etc., 2) render a financial report monthly at Region meetings and/or whenever the Region Officers direct and 3) prepare an annual financial report summarizing all of the monthly reports of the preceding year and submit it to the membership at the first Region meeting the subsequent year.

Nominee:	<i>Bill Hilliard</i>
Nominee:	



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4. SECRETARY: The Secretary shall 1) record all minutes of meetings of the Region, 2) provide minutes to the Newsletter Editor for inclusion in the **Caddie Chronicle**, 3) prepare election nomination forms and ballots and 4) distribute, collect and tally nominations and ballots.

Nominee:	<i>Vince Taliano</i>
Nominee:	

5. ACTIVITIES DIRECTOR: The Activities Director shall 1) be responsible for scheduling social activities for the Region and 2) plan, schedule and coordinate activities in the area served by the Region that are consistent with the purposes, aims and best interest of the Region.

Nominee:	<i>Christopher Winter</i>
Nominee:	

6. NEWSLETTER EDITOR: The Newsletter Editor shall 1) be responsible for development and distribution of the monthly **Caddie Chronicle** newsletter and 2) research and publish interesting stories consistent with the purposes, aims and best interest of the Region.

Nominee:	<i>Vince Taliano (2023) / Josh Pinho (2024)</i>
Nominee:	

7. CAR SHOW COORDINATOR: The Car Show Coordinator shall 1) be the liaison between the Region and the Sponsoring Organization and 2) help organize and facilitate the car shows, including the set-up, parking/registration, judging, awards ceremony, etc.

Nominee:	
Nominee:	

8. WEBSITE MANAGER: The Website Manager shall 1) maintain the Region website and 2) be responsible for posting information on the website as well as ensuring that information posted by website members is consistent with the purposes, aims and best interest of the Region.

Nominee:	<i>Vince Taliano</i>
Nominee:	

9. MEMBERSHIP DIRECTOR: The Membership Director shall 1) actively participate in the annual membership drive, including mailing applications and making phone calls to existing and prospective members, 2) recruit prospective members at local car shows, car events, etc, as appropriate and 3) be responsible to receive, review and take action accordingly to membership related requests from the CLC, including, but not limited to, the submission of annual membership reports.

Nominee:	<i>Franklin Gage</i>
Nominee:	

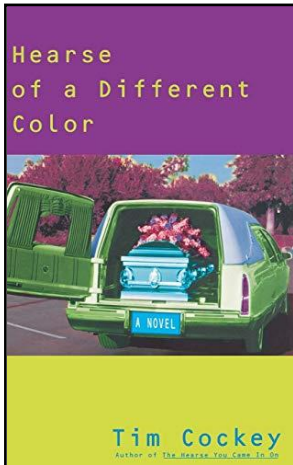


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**CADILLAC NOVELS AND MOVIES
BY STEPHEN CLARK**

Since October 2021, I have now amassed 125 books about Cadillacs and automobiles. Here is my latest review of six more Cadillac titled/themed novels.



Hearse of a Different Color by Tim Cockey. Fast paced murder mystery that takes place in Baltimore, MD. The main character is Hitchcock Sewell, an undertaker who seems to get involved in everything, and sometimes with his Cadillac hearse. For those familiar with Baltimore, there are many local places where the action takes place. 318 pages. ***** (One of five books by the author.)



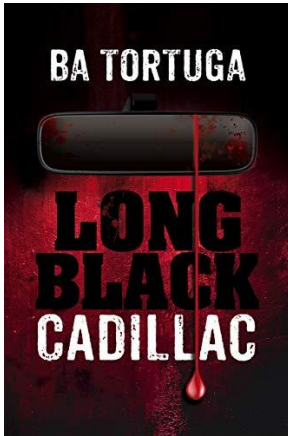
The Hearse Case Scenario by Tim Cockey. A murder mystery with Hitchcock Sewell, who gets involved to try to protect his friend after he is charged with murder in a local Baltimore nightclub. Hitchcock's Cadillac hearse and daily driver, a Valiant, are also involved in the story. 417 pages. ***** Other books by the author are ***The Hearse You Came in On***, ***Murder in the Hearse Degree*** and ***Backstabber***. (Will read them and report back. Can't imagine them not being great as well.)



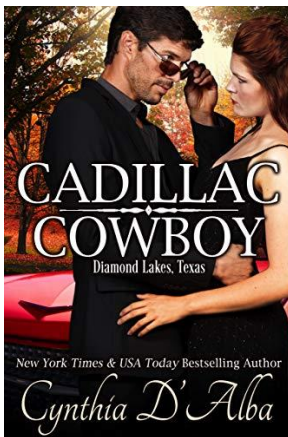
Cadillac's Coming by Mike Dennis. Takes place in 1958 in Memphis, TN and New Orleans, LA during the early days of rock-n-roll. Ike Thacker, a piano player, is about to make it big after releasing a hit single titled ***Cadillac's Comin***, until a horrible and tragic accident changes everything. The story fast forwards to the 1980s with another musician's unfortunate circumstances. 375 pages. ****



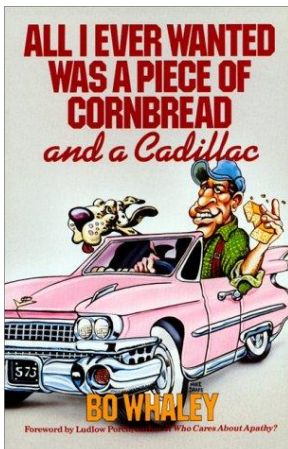
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Long Black Cadillac by BA Tortuga. Weird but interesting story about Vance, a vampire hunter, who is after Clay, a vampire living in the Louisiana swamps. There is a strange connection that Vance has never felt before. A long black Cadillac lurks behind the scenes. Adventurous but not for all readers. Takes place in southeast USA. 216 pages. ****



Cadillac Cowboy, Diamond Lakes Texas by Cynthia D'Alba. Love story involving a Chicago cop named Shade Gruber who agrees to drive his grandmother's Cadillac to her in Texas. On the way he picks up a runaway bride, Victoria Vaught, beginning an adventurous ride with several twists and turns. A quick read. 172 pages. ****



All I Ever Wanted Was a Piece of Cornbread and a Cadillac by Bo Whaley. Funny book divided into eight parts with short stories titled **Why Me Lord?**, **From The Corners of My Mind**, **When Life Imitates Art and Rednecks** and **White Trash and Juke Joints**, among others where he discusses almost everything. The author is a columnist from Dublin, GA and hosts a morning radio talk show. 191 pages. ***

[Editor's Note: Read Steve's previous Cadillac book and movie reviews in the [June 2022](#) and [August 2022](#) issues of the Caddie Chronicle.]



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DRIVING TO SUNDANCE STORY BY LARRY GOOD PHOTOS BY LARRY & MAIA GOOD

Let's say you want Hollywood fame and glory. Would you let a vampire drive your Cadillac if that's what it took? It may be the only road home for my '47, which came with an old Hollywood registration card in the glove compartment. So, yes!

In July, a vampire got behind the wheel of my Series 61 Sedan in a film production in Frederick, MD, a suburb of Hollywood, CA. The movie, *El Vampiro*, is one in a collection of five shorts that together will make a feature length film set. The plot is about a vampire who parties too hard on Halloween and forgets about the time change to standard time. The sun is coming up an hour sooner than expected. His girlfriend races to save him. Their car gets stuck in a blind alley. The rest is a surprise, not to be divulged in the *Caddie Chronicle*. Watch the movie when it comes out.

I taught the star, Patricia Velasquez, how to drive the car for her driving scene. I hadn't done my homework, so I talked to her like she was a "normal" person, asking if she found it hard to make a living as an actress since many of them struggle. She said she was doing OK, but the uncertainty never goes away. She was very pleasant. The next day I looked her up and found she was already a star in the horror movie genre. Earlier, she was a super model, featured in a swimsuit issue of *Sports Illustrated*. If I'd known any of this, I might have stuttered through the driving lesson like Ralph Kramden ("[Homina Homina](#)").

On a movie set, the first thing you have to get used to is waiting. Every scene has at least a half dozen takes. You wait for long periods and learn to enjoy it. We got home at 4:00 a.m. but with no regrets. Pictured left to right waiting for a scene was my grandson Gabriel ("I'd rather be playing soccer."), me (Grandpa Larry) and Chad Horn, the producer and founder of Bard Tales Productions.





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Three scenes involved the car: 1) the alley, 2) the street and 3) the parking lot. The photo right is the alley scene with Cotty, the second Assistant Director, Patricia Velasquez, the star vampire, Ed Sanchez, Director and Joe Tyler, Director of Photography, left to right.

Director Ed Sanchez made [The Blair Witch Project](#), one of the highest grossing independent movies ever, so **El Vampiro** has star power. My wife, Maia, talked with Ed for quite a while because he and our family have a common friend who worked on Blair Witch. Our Cadillac got into **El Vampiro** because Producer Chad Horn is friends with our son, Kevin, who is in the same business in California. Chad asked Kevin if he knew of a cool car in Maryland. The search took the right track because vampires everywhere love this Cadillac.

Here is a picture from the street scene with Cotty in position below camera angle to hold the door for the male vampire to jump in, while Jack is behind the camera and Patricia is ready to drive the getaway vehicle

A diversion from the fun was a run-in with the law. If you ever drive in Frederick, MD, after dark, *never* turn right on red. I learned that the hard way while driving between scene locations. The "no turn" signs in Frederick are totally obscured at night by the glare of the traffic lights. As soon as I turned right, the police cruiser lights flashed behind me. It happened in an entertainment district in front of many sidewalk cafes. The crowds boisterously booed the officer from their tables. I explained to him the invisible sign and the movie production.





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To prove my point was the interior of the Cadillac rigged with lights and microphones. He said there can't be a movie production because there was no permit on record (Wrong!). I started losing patience with the officer, which wasn't a good thing. He let me off with a warning. My car was even carrying the wrong license plates, movie props to fit the setting. Don't ask how I got away with that. A little while later the officer came by the parking lot and harassed the production crew. Then a more serious crime elsewhere finally distracted the whole force away from us.

Here is a photo from a parking lot scene, where the Vampire couple is at speed in the hero car racing to beat the sunrise (note the light high above rotates to simulate driving under streetlights).

For all my concerns about breakdowns, I'm very glad to say the car performed perfectly. It did everything as requested, when requested. This wasn't always the case over the years since I bought it in 1965.



Director Sanchez' goal is to get this film submitted into the 2023 Sundance Film Festival. I have no doubts about the success, and when the movie makes it, I'll be charging for rides in my 1947 6109!



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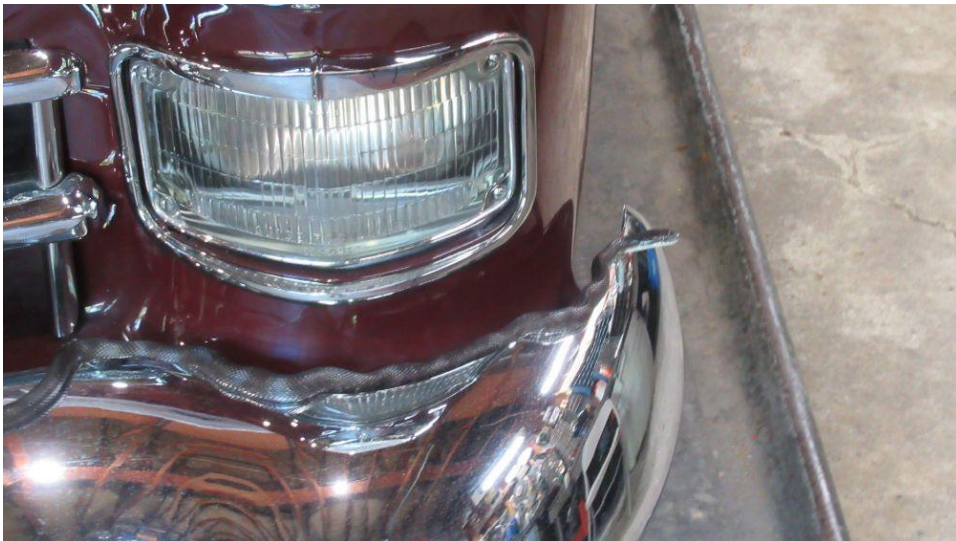
SNEAKY SNAKE'S RIDE IN A 1941 CADILLAC BY HARRY SCOTT

An All-GM Show was scheduled for Saturday, August 13 in Ashburn, VA. The weather forecast was clear skies and comfortable temperatures, so I decided to drive my 1941 Cadillac 67 Series Imperial Sedan to the show. It had not been out on the road since the middle of June.

On the Thursday before the show I went to the garage to do a pre-trip check. While removing the thin paint-shop-type plastic cover something started to move very quickly. It was a four-foot black snake laying unnoticed on the black car. It moved so quickly that it disappeared before I realized what was happening. I spent about an hour looking for it inside and under the car and even under the hood. There was no sign of it.

The next day I started the car and moved it around to the other end of the garage for cleanup, which took a couple of hours. On Saturday morning, I drove the car to the show which was about a 35-mile drive.

Upon arrival, I parked next to several friends, pulled a chair out of the trunk and joined in the conversation. About two hours had passed when someone noticed movement at the rocker right under the passenger door. Lo and behold it was the missing snake. He poked his head out for a few seconds then retreated under the car. About 10 minutes later, it came out and slithered past us off into the grassy field.



As best as I can tell the snake had taken up residence between the frame and body rocker. This would be near the muffler. It is amazing that 1) it made the long trip and 2) was able to withstand the heat.

My garage does seem to attract black snakes which is a great way to control the mouse population. The picture shows a different car and probably different snake from a couple of years ago.



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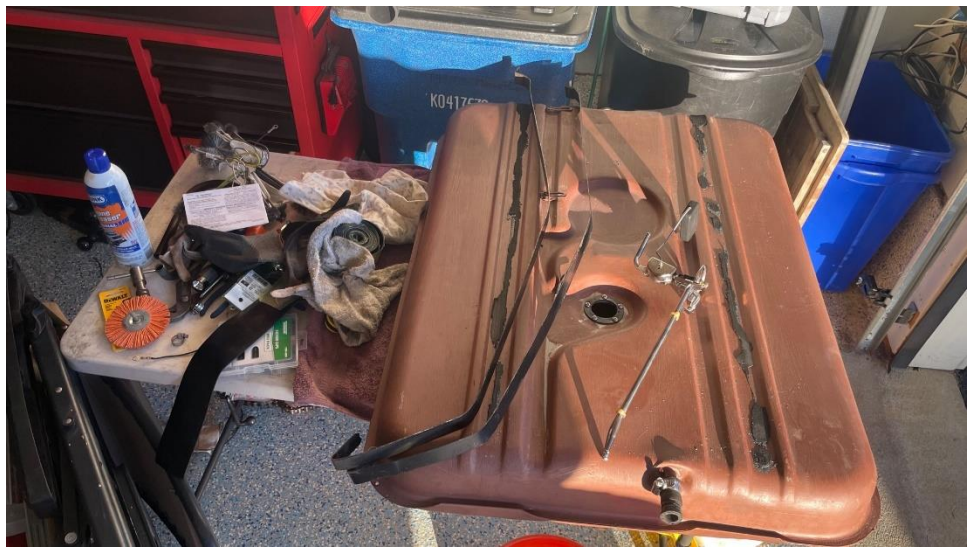


GAS TANK TROUBLES BY CONSTANTIN JIGA

My 1959 Coupe Deville's fuel delivery system had been a headache for me for a while. When driving home from the Sport Cadillac / Potomac Region Car Show in the Spring, the car ran out of gas, although the gauge indicated the tank wasn't empty. Since then, I've dismantled the entire fuel system front to back and found numerous issues which prevented its proper operation.

I started with the gas tank. The previous owner replaced the factory one (22-gallon) with a newer, smaller aftermarket one (18-gallon). Then, he very poorly painted it some heinous brown color. When he replaced the gas tank, he also replaced the sending unit. Unbeknownst to him the new tank used different size thread fasteners. He tried using the same size screws and forced them into the threads. Luckily, he only managed to damage the threads on the fasteners and not the threads on the tank. I bought new screws and fixed that. Another issue was the orientation of the sealing gasket of the sending unit. He mangled that all up, so a new gasket was ordered.

The tank was like new on the inside, but with a good amount of rust particles that I discovered were from the filler neck. Upon further inspection, the filler neck was in terrible condition with heavy deposits and a lot of corrosion. I cleaned it on the inside with a 2" stainless steel round brush and declared it good. In addition, a new rubber fuel hose was purchased to improve the seal between the tank and the filler neck. I allowed the tank to dry on the inside and vacuumed all the corrosion particles that made their way in there.



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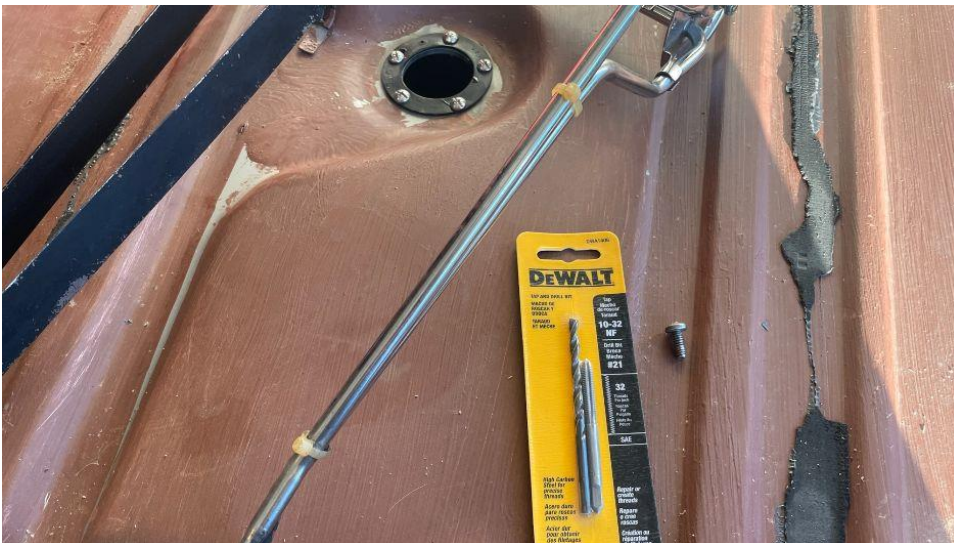
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After removing the gas tank, I painted it royal blue with some paint I had around the garage. Once it was dry, I struggled mightily to install the tank back on the car and keep it properly aligned with the rubber insulators all the way around on the top and bottom straps. The little J fasteners were a particular nuisance. The vent on the back was also due a replacement rubber coupling, as the original one was still on and most likely the source of my fuel leak (when I used to add more than 10 gallons, gas would run out like an open spigot).



Moving up the fuel lines (my A/C car has two: a supply and a return) I discovered a fair amount of oxidation on them, so I replaced the rear rubber lines. Also, I replaced the rubber lines leading from the bottom of the car to the pump, took out the pump and sight glass fuel filter jar and cleaned them and polished all components to a shine. I remade all the joints with proper fuel Teflon tape. It was discovered that the fuel pump had a small leak and needed to be replaced. I would have liked to have an original AC pump, but the previous owner trashed the rebuildable original. The newer replacement pumps are not rebuildable because the membranes are joined with grommets in a press. Finally, new hoses and lines were ordered and installed under the carburetor to complete the job.



All in all, the car was on jack stands for two weeks. It took me about 20-30 hours to complete the work. Since my car has been lowered, it was a huge pain in the ^&* to reach underneath it while on stands. A car lift would have made my job a lot easier and perhaps safer.



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DISCO SEVILLE BY DIRK VAN DORST

My grandfather was a private driver, chauffeur for one of the wealthiest Englishmen who owned property in Belgium (where I was born) and France (Cannes, French Riviera). France is where I live today.

As a kid, I was motor mad. My parents didn't know what to do with me. They thought it was a temporary disease. My grandfather took me every Saturday morning to the big (drive through, gate to gate) L-shaped garage to clean the cars. His boss loved special-body cars like Alfas, Rovers and Talbot Lagos. It was around 1981 when I first saw a two-tone Bustleback Seville parked in the garage. It was for his Madame.

The gardeners didn't like it; they called it the ice cream back because of its two-tone color and strange trunk. My grandfather didn't like it because he was used to powerful cars, and this one didn't move that fast. I could have screamed "WOW" when I first saw it, but I kept my mouth shut. Maybe they would have thought I had bad taste. The car didn't last long as the salt ate away at it, while the 4.1 engine did the rest. I never forgot that car.

Since then, I have hardly ever seen those cars, and if I did, they have been in poor shape with no value. The Bustleback Seville I wanted was the two-tone Elegante edition with a moon roof in new condition. In 2009, a 1982 version in New York showed up for sale on the internet. The previous owner was a member of the local police association. George & Toni Huse drove from Connecticut to check out the car. They bought it for me and took it to their home in Danbury. Upon arrival in Belgium, I saw the car was exactly what I wanted. It had 37,000 miles and looked new everywhere. We went through it and even removed and serviced the engine and cleaned the engine bay. On November 6 that year, I married my wife Liliane in Belgium. Everybody in the CLC knows Liliane as she has been Miss CLC Europe since 2006; she made me famous.



**Dirk & Liliane on their wedding day
George Huse is at the bottom of the steps**



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Outside the castle in Cheverny, France

When I was young, I went to the disco every night except Tuesday (tired), and still have some 100 cassettes. To me this car reminds me of those days; that's why I call it "Disco Seville." She moved with me to France, where she spends her life under the sun and one million stars in a dry climate. Here is where people started calling me "Mr. Cadillac" thanks to her. If I call a restaurant late on a Saturday evening to make a reservation, I hear, "No table, sir." But if I park the Caddy in front of the door, it's "Come on in!" She drives us to local antique markets and car shows and is always the queen of the place. Never any parking tickets when parked on the streets or in front of fancy places.



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Years ago, a Cadillac mechanic with a steering conversion business in Australia, Tim "The Walking Shop Manual" Stephens, came to visit me in Belgium. Long story short I helped him set up a classic Cadillac garage in Antwerp. Tim's specialty was late '70s to early '80s Seville electronics, computers, digital dashboards – everything! It was a success because nobody had anywhere else to go. We started buying all those Sevilles for their parts and computers. In total, I bought 70 of them in very good shape for peanuts. They were trailered to our garage in Belgium. Most had bad computers, but some were tested and worked fine. Bingo!

Unfortunately, this business didn't last long. I moved to France, while Tim stayed in the garage in Belgium. The stock was huge with racks and racks stacked over four meters high to the hangar roof filled with parts. We even had cut off quarter panels for the Bustleback Sevilles. Tim rented an old factory hall that was big!

We called each other regularly, but one day there was no answer and no reply to email. I had a big job to finish (renovation business in France), so it took me three months before I could get back to Belgium. When I returned, I saw the huge and empty parking lot (usually there were around 40 Caddys on the lot). A very bad feeling went over me that I recognized as death around the corner! I knocked on the neighbor's door. "Sir, we found him dead in his garage. He owed us rental money for the building." To collect their money, they called a scrapyard /old metal crusher company that paid the rent and "cleaned it up." AHH!

It's been several years now, but I still feel very sad about this. I miss my friend Tim every day (he was four weeks younger). Without my knowing, Tim's brother came over from Australia, organized the cremation of the body and took the ashes with him to spread across the Australian GM terrain. That is where he belongs, back home in GM heaven.

All that we collected such as computers, parts, Gucci Seville and other special edition items went into the trash bin, all gone! Because we had purchased most of those parts that existed throughout Europe, it created a faster death of the supply when they were all trashed.



Today, my Disco Seville has 50,000 miles, yes 50! It works perfectly in our modern times. The only thing not on board is Wi-Fi, but it has a CB radio! Thus, there's a wireless connection. Is a gas saver with a catalytic converter that can even be driven in Paris. Even better, in these "modern" days of pollution control madness and electric cars, people accept this little Caddy as it is a not too big of a gas guzzler. Of course, the old plastic pieces were cracked and had to be replaced (pictured left), along with other necessary regular maintenance. Instead of using GM's recommended tablets to protect the 4.1 engine, I use Wynn's (Belgium brand) liquid product.



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What I can't find are people knowing this type of car and the 4.1 engine who are willing to help with info. Parts are also a problem. Pictured left is the exhaust part that needs to be replaced. Anybody know where I can find a replacement part?

As long as it's metal, it can be fixed or replaced, but what I'm afraid of is a dead computer. I remember Tim told me that Cadillac changed their computer supplier halfway in the build of 1982 Sevilles. The first series computer for the '82 model year doesn't work for the second half of the year's production and vice versa.

My experience with classic Cadillacs world-wide is that the Bustleback Seviles, especially the Elegante editions with a moon roof in good shape, are very rare cars. I expect them to become very valuable in the near future as the new generation wants computers and the first full digital dashboards. The new generation doesn't want grandpa's car. They want 'new-age-cars,' and love disco, of course. Ha!





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CADDIE CLASSIFIEDS

Cars For Sale



1938 Cadillac Series 60 – Owned by the late Jim Greco, former CLC Western New York Region Director – Approximately 58k miles – All original including black lacquer paint – V-8 engine runs great; engine compartment immaculate – Driven not trailered – Always garage kept and covered – Receipts available for maintenance work completed – Extra parts available – Been in two movies and asked to participate in special events – Won many awards – [See pictures](#) – **\$29,900** – For more info, contact Sue Greco at 716-818-8142 or [send email](#) – Car is located in Kenmore, NY



1940 Cadillac Fleetwood Series 75 Seven-Passenger Sedan – Only 1940 model to have suicide doors – Dark blue – Body has no rust – Right rear fender has a long scratch and would need to be repaired and refinished – Appears to be pretty much all original and in very good condition although it may have been repainted many years ago – Front seat is leather and the rear seat and two jump seats are broadcloth – Interior door panels are in need of some repair as well as the front seat, but overall looks quite good – V-8 engine has recently been completely rebuilt – Starts easily and runs well with no overheating – Some front end parts and exhaust have been replaced – New Firestone whitewall tires w/tubes – Bumpers, hubcaps and all other chrome are in excellent condition – Rubber on the running boards is worn and should be replaced – Garage kept – Mileage unknown – Same owner since 2016 – Clear Maryland title – Full car cover – [See pictures](#) – **\$32,000** – For more info, contact Jerry Smith at 301-706-5418 – Car is located in Urbana, MD



1969 Cadillac Fleetwood Series 75 Limousine – Unknown miles (odometer reads 33,974) – One of 1,156 produced in 1969 – 472/375hp V-8 engine – 149.8 inch wheelbase, 228.5 inch overall length – Seats nine (how many cars can do that?) – Divider glass – New radio entertainment system installed with jacks for iPhone and a 3.5 jack in rear for passenger (the original radio comes with the car) – Six ashtrays with four cigarette lighters – Started and driven every other week to keep engine fluids and tires moving – Great car that needs someone with more time to devote – [See pictures](#) – **Reduced to \$9,600** – For more info, contact Forrest at 703-622-2384 or [send email](#) – Car is located in McLean, VA



1992 Cadillac Coupe Deville – Real time capsule w/only 26k original miles – Gold edition w/continental kit, in trunk – Always garage 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 fewer miles – An appreciating classic Cadillac – Overall a 9.5 out of 10 – [See pictures](#) – **Reduced to \$14,900** – 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



1993 Cadillac Sedan Deville Spring Edition – From the estate of long-time CLC member Mary Moscatti – 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 – Car has a Senior Badge #975 awarded at 2017 Grand National in McLean, VA – 47,999 miles – Excellent overall pampered condition – Original documentation available – Clear window sticker – [See pictures](#) – **\$16,000** – For more info, contact Janet Moscatti at 410-570-6838 or [send email](#) – Car is located in Pasadena, MD

SOLD



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2001 Cadillac Seville SLS – One owner car with 60k miles – Personally ordered and leased for three years before purchasing – Pristine condition overall and recently detailed – Original paperwork available including sales documents, service records, owner's manual, window sticker and sales brochures with leather swatches used by Cadillac dealers – Also includes never used 10 CD disc changer in original packaging – Owner is retiring and doesn't have room to keep it – Looking for a new caretaker – [See pictures](#) – **Reduced to \$12,500** – For more info, contact Karen at 724-388-1989 or [send email](#) – Car is being stored in Frederick, MD



NEW ARRIVAL 2006 Cadillac DTS Luxury II – 59,870 miles – White Lightning Pearl exterior (one-year-only color) with Cashmere (not Shale) leather interior – 4.6L V-8 cylinder engine w/4-speed auto trans – Highlighted features include automatic temperature control, emergency communication system, front dual zone A/C, auto-dimming rearview mirror, high-intensity discharge headlights, perimeter/approach lights, remote keyless entry, power moon roof, chrome wheels, GPS navigation and much more – [See pictures](#) – **\$18,500** – For more info, contact Paul Sevag at 610-836-8200 or [make inquiry](#) – Car is located in West Chester, PA



NEW ARRIVAL 2017 Cadillac XT5 Premium Luxury AWD – 48,899 miles – Cadillac Certified until 100k miles or 2/20/2023 – 3.6L V-6 cylinder engine w/8-speed auto trans – Radiant Silver Metallic exterior w/Jet Black leather interior – Highlighted features include navigation system, blind spot sensor, lane departure, automatic temperature control, emergency communication system, power moon roof, wireless phone connectivity and much more – [See pictures](#) – **\$33,500** – For more info, contact Paul Sevag at 610-836-8200 or [make inquiry](#) – Car is located in West Chester, PA



NEW ARRIVAL 2019 Cadillac Escalade Luxury 4WD Sport Edition – 36,487 miles – Cadillac Certified until 100k miles or 5/30/2025 – 6.2L V-8 cylinder engine w/10-speed auto trans – Black Raven exterior with Jet Black leather interior – Highlighted features include navigation system, lane departure, automatic temperature control, emergency communication system, power moon roof, wireless phone connectivity and parking sensors and much more – [See pictures](#) – **\$68,500** – For more info, contact Paul Sevag at 610-836-8200 or [make inquiry](#) – Car is located in West Chester, PA

Parts For Sale



Set of four Cadillac Escalade Sport Aluminum Wheels, Center Caps, Lug Nuts and Sensors – 9" x 22" wheels were takeoffs from a 2022 Cadillac Escalade wheels (part number 84460120) – Excellent condition – Very clean – Retail at over \$1,400 set – **Asking \$1,100 obo** – For more info, contact Joe at 443-987-8250 or [send email](#) – Located in Kingsville, MD

SOLD



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Chuck Piel	Assistant Regional Director Central Virginia Region Liaison Newsletter Columnist	240-888-5115	chuckpiel@clcpotomacregion.org
Bill Hilliard	Treasurer	301-622-3651	billhilliard@clcpotomacregion.org
Dianna Moy	Secretary	301-717-7412	diannamoy@clcpotomacregion.org
Christopher Winter	Activities Director	410-869-8619	christopherwinter@clcpotomacregion.org
Franklin Gage	Membership Director	703-869-8434	franklingage@clcpotomacregion.org
Vince Taliano	Newsletter Editor Website Manager	410-598-0488	vincetaliano@clcpotomacregion.org
Jack McClow	National Director Newsletter Columnist	301-330-5417	jackmcclow@clcpotomacregion.org