



Cadillac & LaSalle Club Potomac Region Caddie Chronicle November 2023



DIRECTOR'S MESSAGE BY DAN RUBY

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LIAISON
NEWSLETTER COLUMNIST
RICHARD SILLS

The Potomac Region extends a warm welcome to Charles Phoenix, who will be visiting the area in early November. Known as a mid-century pop culture expert, Charles entertained 2023 Grand National attendees in Albuquerque, New Mexico with his spirited live "slide show" performance ([watch promo video](#)) – pictured below from left to right are Jack McClow, Charles Phoenix, Bill Harrison and Bob Norrid.



With that said, members are encouraged to attend the last big show of the season on Saturday, November 4 at the Aspen Hill Shopping Center in Silver Spring, Maryland, where Charles will be there as Jack and Bob's guest. For more info, contact Jack at 301-330-5417.

The Central Pennsylvania, Potomac and Valley Forge Regions have been called upon to help organize and run events at the 2024 Grand National in Gettysburg, Pennsylvania next June. Many volunteers will be needed. Please contact Lynn Gardner at lynnwgardnerusa@aol.com or Dianna Moy at dianna.nicole.moy@comcast.net to discuss ways you can help.

Dan Ruby



Cadillac & LaSalle Club Potomac Region Caddie Chronicle November 2023



LETTER TO THE EDITOR



October 27, 2023

Debbie and I wish to thank the Potomac Region members and our many friends throughout the CLC for the cards, flowers, gifts, prayers, well wishes and visits during Debbie's recent health scare. This level of concern and compassion is the essence of what our club and region are all about. Many, many thanks!

Debbie & Chuck Piel
Ellicott City, Maryland



**2019 CLC Grand National
Louisville, Kentucky**



**2014 CLC Grand National
Lake George, New York**



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

November 2023



OCTOBER 16, 2023 MEETING MINUTES BY VINCE TALIANO

PLACE: Silver Diner, Merrifield, VA

TIME: 7:30 p.m.

PRESIDING: Chuck Piel, Assistant Region Director

ATTENDEES: Twelve attendees, including three officers: Bill Hilliard (Treasurer), Chuck Piel (Assistant Region Director), Vince Taliano (Secretary, Newsletter Editor and Website Manager), Randy & Susan Denchfield, Jim Dilliard, Jack & Cher Gallagher, Jeff Gurski, Daniel Jobe, Dan Mullane and Scott Patton

DIRECTOR'S REMARKS: Chuck thanked everyone for attending. He thanked everyone for keeping charter member Juan Aranda and past officer Debbie Piel in their prayers and thoughts. Both have had recent medical issues.

SECRETARY'S REMARKS: The minutes from the previous meeting were not reviewed since they were published and distributed to all members in the October 2023 newsletter.

TREASURER'S REPORT: Bill Hilliard reported on the financials since the last meeting. Total revenue was \$106.58 and total expense of \$271.11 for the period, resulting in a net loss of \$164.53.

MEMBERSHIP REPORT: Vince Taliano announced that the 2024 Membership Drive has begun. Current members who haven't already pre-paid for 2024 should have received their renewal forms in the US mail by October 15. The deadline to renew without interruption of the **Caddie Chronicle** is December 15.

ACTIVITIES REPORT: The following activities were discussed:

Past Events:

- **AACA National Eastern Fall Meet, Oct 3-6, Hershey, PA.** Congratulations to the following members who won awards: Bill W. Harrison, Fulton, MD, Class HPOF Historic Preservation for his 1967 Cadillac Eldorado; James K. Govoni, Bowie, MD, Class 26D First Junior for his 1953 Cadillac Series 62 Sedan; Earl Zastrow, Middletown, MD, Class DPC Driver Participation for his 1949 Plymouth Special Deluxe; and Richard W. Sisson, Walkersville, MD, Class 36F Second Junior for his 1970 Pontiac Grand Prix SJ.
- **City of Rockville Antique and Classic Car Show, Oct 14, Rockville, MD.** Chuck reported that it was a bit of a wash out. Only one Cadillac was in attendance, Chuck's 1967 Deville Convertible. Overall, about 100 of the 660+ cars pre-registered were on site.

Upcoming Events:

Date	Time	Event	Location	Contact
Nov 4 Sat	10:00 am – 3:00 pm	25th Annual Antique Cars and Trucks Show	Aspen Hill Shopping Center Silver Spring, MD	240-529-4122 or send email
Mar 22-23, 2024 Fri-Sat	Doors open at 8:00 am	54th Annual AACA Sugarloaf Mountain Region Parts and Swap Meet	Carroll County Agriculture Center Westminster, MD	Jack Gallagher at 301-674-5431 or send email

- [Visit website](#) for a full list of events.



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

November 2023



NEW BUSINESS:

- Attendees discussed the plans for the club's participation at the 2024 Washington Auto Show in January, specifically the idea of displaying vehicles like the 1950s GM Motoramas. Stay tuned for more information.
- Discussions are underway for an annual holiday party date and location.
- November will mark the 20th Anniversary of the **Caddie Chronicle** newsletter. In its first few months, the new publication included mostly basic information such as a Director's Message, Events Calendar, etc. However, the April 2004 issue featured an article by the late Paul Estaver that provided a prelude of the great stories that would be published from that point forward (see the November issue where it will be republished). Thanks to everyone who has contributed stories and photos over the years.

NEXT MEETING: Our next meeting will be on Sunday, November 19 at 11:00 a.m. at the 198 Restaurant in Burtonsville, MD. Members are encouraged to attend the adjacent Cars & Coffee in Burtonsville Town Square before the meeting. It starts at 7:30 a.m.

ADJOURNMENT: Meeting adjourned at 8:00 p.m.

	<p>Rubber the Right Way</p> <p>World Famous Rubber Parts & More</p> <p>Visit website or send email for more info</p>							
	<p>SPORT CADILLAC</p> <p>3101 AUTOMOBILE BOULEVARD / SILVER SPRING, MD / 20904 301-890-6000 / SPORTCADILLAC.COM</p>	<table border="1"><tr><th colspan="2">CERTIFIED SERVICE FOR ALL GM MAKES AND MODELS</th></tr><tr><th>CADILLAC SALES & LEASING</th><th>CADILLAC CERTIFIED SERVICE</th></tr><tr><td>PHONE: 301-890-6000</td><td>PHONE: 240-802-7405</td></tr></table>	CERTIFIED SERVICE FOR ALL GM MAKES AND MODELS		CADILLAC SALES & LEASING	CADILLAC CERTIFIED SERVICE	PHONE: 301-890-6000	PHONE: 240-802-7405
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Cadillac & LaSalle Club Potomac Region Caddie Chronicle November 2023



"MINNIE S." BY PAUL ESTAVER ORIGINALLY PUBLISHED IN APRIL 2004

Over the past 58 years, I've owned fourteen Cadillacs and one 1933 LaSalle. Except for the LaSalle, which I bought in 1954 for \$400 with a loan from Beneficial Finance, I didn't think of these cars as classics. I just loved them the way you'd love a big dog. I'm a jackleg mechanic at best, so I patched them together with Gun-Gum and soup cans-plus-asbestos around the exhaust pipes and kept them running until they died or were stolen or otherwise broke my heart.

My first was a 1931 Cadillac V-8, a seven-passenger black sedan that I found in a hayfield in Gray, Maine, bought from a farmer for \$75, and drove home to Massachusetts on plates off my late, unlamented '37 Plymouth. That wonderful monster and I lived together from 1946 to 1949, commuting from Newton to Boston where I was a day student on the G.I. Bill at Boston University.

At that time, Boston University was still in Copley Square in the old Harvard Medical School building, plus classroom space rented in office buildings wherever they could find it. I don't think there were meters there yet, but I do remember we had to park on the street wherever we could find space and move our cars every two hours if we didn't want to get tagged. At the end of the day, you did well to remember where you'd last left your car – even one as conspicuous as mine.

But to move, you had to start the engine, and therein lay the problem, because I never had the money to buy a new battery and got by as best I could on a series of used ones bought from junkyards for a dollar or two.

I lived on a hill, so I could pop the clutch to start in the mornings (after pushing it to get it rolling, then jumping into the driver's seat), and maybe if the battery was blessed it might hold the charge from the commute into town for the first two or three parking changes. But all too often, by the late afternoon, it would grind helplessly, and I would have to crank. I'd set the choke and hand throttle, grab the crank from the backseat floor and go to work.



**Paul Estaver with "Minnie S."
1931 Cadillac V-8
Circa 1946**



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

November 2023



On very good days I might get it to catch with one hard pull, but more often I'd have to go round and round with it, taking my chances on a broken arm. And when it began to catch, sounding like an asthmatic in death throes, I'd have to race to the driver's seat to coddle it to roaring life.

Its other serious problem was a shimmy that started at around 52 mph and increased exponentially to 57, then went away. So, the trick was to keep it on the road until you got through that five-mph increment, yanking it left and right for a few seconds' respite. Oncoming cars sometimes found this disconcerting, especially in tunnels.

But what power! I swear I could have kids hanging all over that monster and drive it up the steepest hill in town to the Andover-Newton Theological Seminary, and it keep going in high gear down to four mph without a shudder.

My girlfriend, majoring in Sociology, named it "Minnie S." after a case study about a woman of the streets who was beyond redemption. And of course, that back seat in combination with the jump seats did constitute something like a queen-sized bed. The final touch was a huge hot-pink quilt we kept on hand, because "Minnie S." had no heater. I will not confess to any activities in that back seat beyond noting that a Boston cop once admonished us, saying over and over, "Have ye no shame!"

"Minnie's" other weakness was a bad wheel bearing in the back whose seriousness I didn't understand until it froze one dark night as I was driving over to West Roxbury to see her. My buddy Billy somehow got it towed to his shop, but the only new rear end he could find for it had wire-spoke wheels--not a match for the artillery wheels in the front.

And even worse, the junkyard part cost \$75, which was far beyond my reach; even with the G.I. Bill money and the grocery-delivery job I had on the side. So, Bill cut the back off the body, installed a crane, and made a wrecker out of poor "Minnie S."

But there remains one indelible memory from the year before. I'd innocently parked "Minnie S." on Marlboro Street precisely in front of my ex-girlfriend's father's dental office. I had no idea where his office was. And in plain daylight my buddy Kenny and his girlfriend had a conspicuous good time under that pink quilt. The only reason the dentist didn't call the cops was because he thought it was me.

I never saw Joannie (the ex-girlfriend) again, but I heard the story from my sister. When my name came up in conversation, Joannie's reaction was: "That SOB!"

[Editorial Note: Paul passed away in April 2005. This story helped to establish the Caddie Chronicle as an informative and entertaining publication. Since that time, we have received numerous articles and stories from many members, some of whom are now known as Potomac Region "Newsletter Columnists."]



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

November 2023



1953 CADILLACS IN TEXAS

BY LARRY GOOD

This past summer my wife, Maia, and I drove from Maryland to the CLC Grand National in Albuquerque, New Mexico, visiting 1953 Cadillacs along the way in Texas. Not many people can claim that. Discovering the early history of Cadillacs is my goal, and we came away with a few amazing case studies in Texas. Here are two of them.

Gary Pennington: A Rare Exception

After GM's catastrophic Hydramatic plant fire in August 1953, gospel has it that only Eldorados and Series 75s got the remaining Hydramatic transmissions. All other '53 models got Dynaflows. Then I met Gary Pennington. He owns an exception to that rule. Gary's build sheet is factory documentation that his Series 62 convertible came with a Hydramatic when it was shipped on November 23, 1953, long after the fire. Build sheets for cars with Dynaflows have a blank space in the "Hydramatic No." box, but Gary's is filled in with number C53 92700, the same way as on build sheets before the fire. That transmission is still in Gary's convertible. Since it has a very late 1953 serial number, it would not be one of the new 1954 Hydramatics built in the new factory.



Hydramatic C53-92700 installed at Clark Ave. assembly plant after the fire



Gary & Larry

This evidence suggests that at the end of the model year, just days away from closing out 1953 production, Cadillac was left with a few extra 1953 Hydramatics, so they used them, in this case in a convertible. We don't know how many more there were. The change took some effort because the Dynaflow and Hydramatic Cadillacs had entirely different drivetrains and other related parts. The engine (different crankshaft), flywheel, drive shaft, differential, header pipes, neutral safety switch and shift quadrant as well as the transmission itself were not the same. After gearing up for Dynaflows in August, Clark Ave. production had to change all these items back to their Hydramatic counterparts during assembly in late November.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle November 2023



CADILLAC MOTOR CAR DIVISION GENERAL MOTORS CORP. DETROIT 32, MICHIGAN					FORM 1018-G	PARTS DEPT.
ORDER NO. 10844	ORDER NO. NEW 20637	ORDER NO. 2362	ENGINE SERIAL NO. 10344	TYPIST IL		ENGINE LIGHT NO.
BEST OF AUTHORIZED CADILLAC DISTRIBUTOR UNDER CONTRACT AT						HYDRAMATIC NO. C53 92700
SHIP TO NEWARK N J					.08	
MONTCLAIR N J					.00	
6267	8308					
STYLE NO.	BODY NO.					FREIGHT CAR NO.
5-345			2787.0			BILL OF LADING NO.
COLOR TRIM			279.00			
MA-1			374.83			ROUTE
8			44.92			DECKED
3			20.16			ON FLOOR
						UNDER DECK
						DATE SHIPPED
						INVOICE NO.
						A 26397
						BACK ORDERED MATERIAL INCLUDED IN PRICES AS CHARGED

Gary's Build Sheet Showing Hydramatic #C53 92700



**Gary's 1953
Series 62
Convertible
Project,
Body #8308**



Cadillac & LaSalle Club Potomac Region Caddie Chronicle November 2023



Above: Gary's 1953 Body Tag #8308 of 8367 Series 62 Convertibles Built

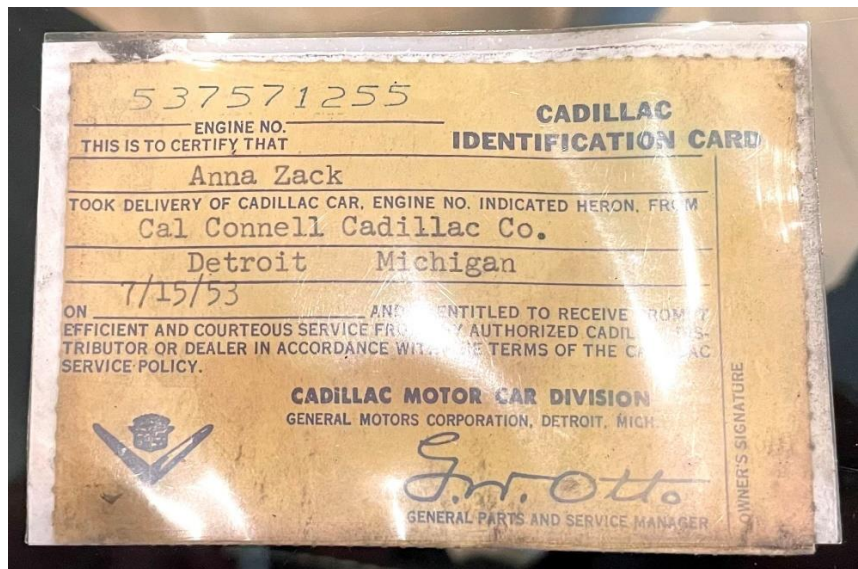


Right: Gary's 1941 Convertible Coupe – Beautiful!

David Kaner: An Original Gem

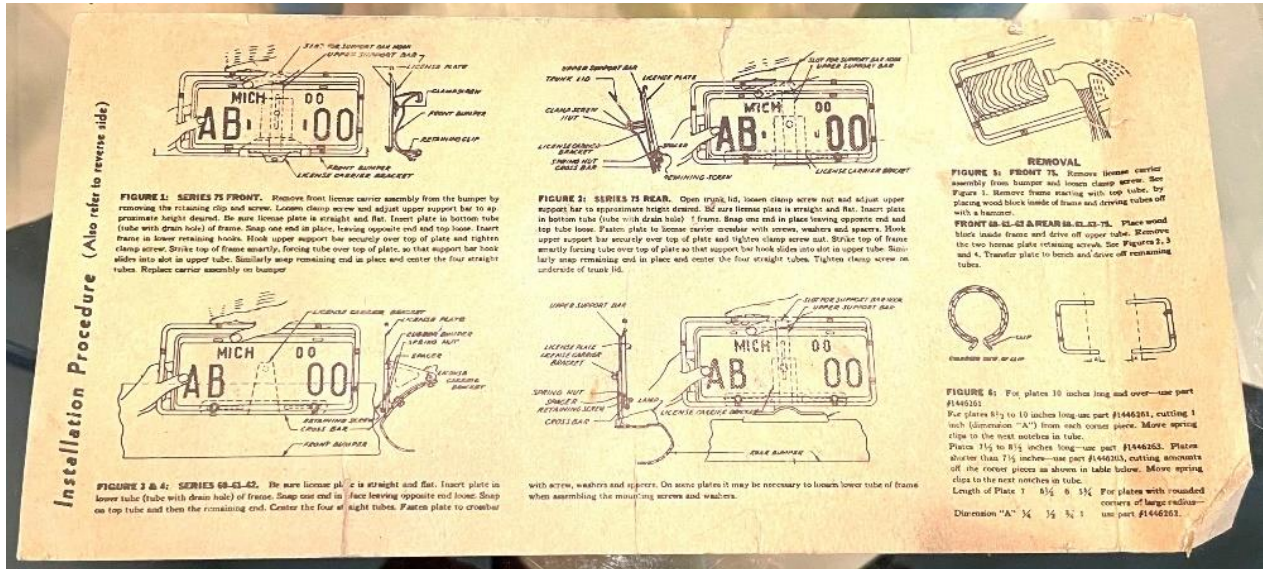
The best thing about meeting David & Carole Kaner was making friends with them. The second-best thing was their 1953 Series 75 Cadillac, a beautiful unrestored survivor with factory A/C. It's been well preserved in the Kaner family since the mid-1960s. It took hours to photograph it all. The incredible documentation includes such things as a factory template for positioning the Autronic Eye footswitch; a clean, original, under-hood owners ID still with its plastic holder; the Cadillac Owner Service Policy issued on the date of delivery to the original customer; and complicated instructions for installing the license plate frames. (How complicated can that be?)

David's Cadillac Identification (ID) Card in Plastic Holder; Note Perforated Edges; Outstanding Specimen Worth Reproducing





Cadillac & LaSalle Club Potomac Region Caddie Chronicle November 2023

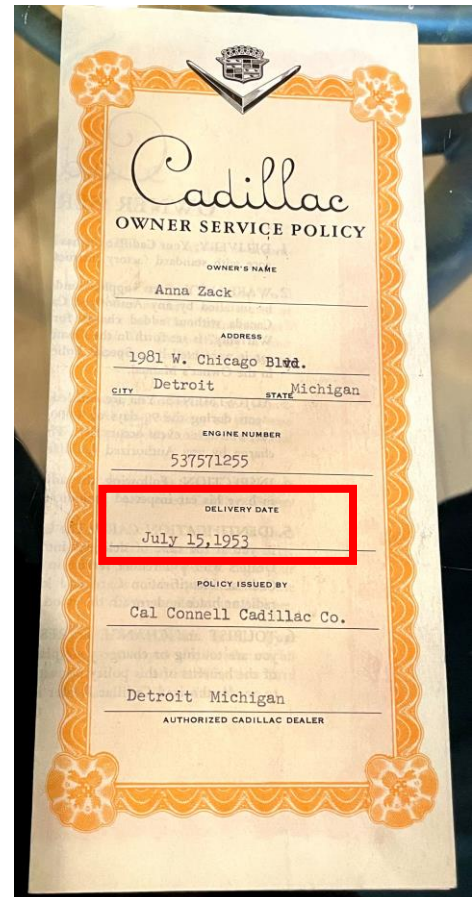


License Plate Frame Installation Procedure - Follow That!



Above L to R: David & Carole Kaner, Retired Physicians
Larry & Maia Good, Retired Engineers

Right: Delivery Date July 15, agrees with the ID Card





Cadillac & LaSalle Club Potomac Region Caddie Chronicle November 2023



**An outstanding
unrestored survivor!**

**Left: David's 53-7523,
Front view like all 1953
four-door models**

Below: Back & interior views define the Fleetwood Seven-Passenger Sedan



Stay tuned for more stories in future issues!



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

November 2023



2023 ROCKVILLE ANTIQUE & CLASSIC CAR SHOW

STORY BY SANDY KEMPER

PHOTOS BY CORY CORRELL, SANDY KEMPER AND KEN VISSER

Cadillacs 1, Packards 1. That was the tie score of the unofficial attendance contest between the early to mid-20th century luxury brand automobiles. Despite pre-show registration numbers nearly double that of Packards (and Lincolns, by the way), there was only one Cadillac driven onto the show field for the annual City of Rockville Antique and Classic Car Show: Cadillac & LaSalle Club member Chuck Piel's 1967 DeVille Convertible, while a 1958 Town Sedan, 58L, was the only Packard on the show field. Both cars were parked in the areas on the show field designated for their brands, about four rows apart. But the distance between the cars was, sadly, empty of other vehicles.

It was a rainy day in Rockville on Saturday, October 14th for the long-running event. Several years ago, the City of Rockville changed its weather policy regarding rain. Rather than holding a rain date for the show, Rockville, with agreement from its Car Show Committee, adopted a course of action in which the show would be held rain or shine or cancelled completely in the event of inclement weather. The expense and logistics of postponing the show from its scheduled date to another were too costly.

Intermittent showers were forecast for the morning and early afternoon, with the chance of rain and winds increasing during the afternoon. So, the Rockville Special Events Staff moved the mid-afternoon events to an earlier time (1:30 p.m.) and decided to hold the show. Sadly, this year's show was about the worst in terms of weather conditions. The rain showers were mostly constant throughout the morning with varying degrees of intensity. There were only brief breaks in the precipitation.

As a result, the number of show cars attending the show was likely less than one hundred in total. Since 622 vehicles had registered, it was a disappointing turnout. Nevertheless, the viewing public appeared to be less daunted by the constant drizzle than the show car owners. As the 11:00 a.m. hour approached for the show to open to spectators, there was a steady line of visitors' cars driving into the parking areas and soon thereafter a surprising number of people were traversing the soggy grass of the show field to look at the cars.

Besides the one Cadillac and Packard, the attendance numbers of most of the other brands were small, e.g.: zero Oldsmobiles, two Pontiacs, seven Buicks, five Chevrolets (including two Corvettes) nine Fords and four MOPARS. Surprisingly, VW and BMW had almost a dozen cars each on the field. And Lotus automobiles, which were the feature cars of the Special Display, were well-represented by most of the twenty cars expected. This included a remarkable 1955 Lotus Mk IX race car which was selected as the "Mayor and Council Award Winner."

This year notwithstanding, in terms of vehicles on display, the Rockville Show has been the largest antique and classic car show in the Washington Metropolitan Area. Let's hope for better weather for the Rockville Show in October 2024!



Cadillac & LaSalle Club Potomac Region Caddie Chronicle November 2023



**Richard Sisson's 1953 Buick Skylark looks great, rain or shine.
Sandy Kemper and Richard making the best of the rainy day!**



**Chuck Piel's 1967 DeVille Convertible with a 1958 Packard in the background.
Safe travels home, Chuck!**



Here's a view of the show field where the featured Lotus cars were on display.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle November 2023



CADDIE CLASSIFIEDS

Cars For Sale



1947 Cadillac Series 62 Convertible – Originally a California car that has been with the same owner in eastern Canada the past 23 years – Professional modifications include 1987 Firebird 305 H.O. tuned engine with automatic transmission – Power steering with tilt column, power brakes (front disc), electric windows (doors), gauge set including clock, James Coy wheels, third brake light, amber turn signal lenses and tinted glass – Air conditioning installed but not working at present – Hartz top is like new – Frame and all components underneath are absolutely rust free – Faultless fun with this local show winner that has been driven as far west as British Columbia – Drives and rides like a new car – Owner is in his mid-80s now with limited eyesight, so it's time for a new home – [See pictures](#) – **\$85,000** – For more info, contact Bob Schilling at 905-875-5109 or [send email](#) – Car is located in Ontario Canada



1955 Cadillac Series 62 Sedan – 16,085 miles indicated (total miles unknown) – Beautiful, well optioned, three-owner dry Texas car (original 1955 license plate included with the car) that has been cosmetically restored inside and out – Said to be owned by the original family from 1955-2010 – Previous owner (a CLC member) had it from 2010-2022 and did the restoration – Current owner bought the car in 2022 and has barely driven it – Factory rear A/C with front A/C added with modern compressor – Power steering, power windows, aftermarket power brakes with dual circuit master, power seat and Autronic Eye – Interior and engine bay restored, stainless and chrome done, paint done (including sills and engine bay), detailed and finished trunk – Previous owner said the generator has been internally converted to alternator and a hidden bluetooth stereo was added behind dash (not verified) – Battery replaced and set of flat door glass purchased – Fresh engine oil and filter – Comes with cover, factory service manual and some extra bits – Stored inside on battery tender with Sta-bil by current owner – Things that will need attention: 1) current whitewall tires look great but are 10+ years old, 2) power steering leak at rack, 3) several flat glass door windows are cracked (full set of four new door windows are included) , 4) could use some tuning for easier starting and more power (takes a while to start and warm up after sitting for months -- family obligations limited owner's ability to drive it only three times since it was purchased with one oil and filter change per year) – [See pictures](#) – **\$29,995** – For more info, contact Edward Stewart at 267-972-8934 or [send email](#) – Car is located in San Francisco, CA



1963 Cadillac Series 62 Convertible – Same owner for the past 30+ years – 85,000 miles – Palomino Iridescent exterior (code 47) with black leather interior and tan top – Runs pretty well but needs some TLC – Original condition with no known major issues – [See pictures](#) – **Reduced to \$14,000** – For more info, contact Randy Hart at 443-205-0296 or [send email](#) – Located in Baltimore County, MD



1979 Cadillac Coupe Deville – Beautiful, unrestored, meticulously maintained in like-new condition – This gem has 90,000 original miles – Three-speed automatic transmission runs smoothly – Luxurious ride – Inside and outside in perfect condition – Elderly owners need to sell – [See pictures](#) – **Reduced to \$12,000** – For more info, contact Susan & Frank Parish at 410-703-8955 or [send email](#) – Car is located in Lusby, MD



1997 Cadillac Seville STS – 26,583 miles – Only two owners – Pristine original condition – Original window sticker, owner's manuals and key tags – 4.6 Liter V8 engine – AM/FM stereo radio with cassette player and 12 compact disc player in trunk – Four Bose amplified speakers – Wheels chrome over cast aluminum with four new Yokohama tires – Heated front seats – Recently replaced serpentine belt, belt tensioner assembly, alternator and seat back link – [See pictures](#) – **Reduced to \$13,000** – For more info, contact Mary Cicciu at 508-250-3781 or [send email](#) – Car is located in Cotuit, MA



Cadillac & LaSalle Club Potomac Region Caddie Chronicle November 2023



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](#) – **\$11,500** – For more information, contact Karen at 724-388-1989 or [send email](#) – Car is being stored in Frederick, MD



2006 Cadillac DTS – 82k miles – Really nice overall condition – Current owner changed the coolant, oil and trans fluid when he first acquired the car and then repeated the process four months later – Amsoil 5w/30 oil used – White car and exterior with Shale interior – Sunroof and chrome wheels – Radio will sometimes not shut off, so have to turn it off – [See pictures](#) – **Reduced to \$5,500** – For more info, contact Jim Canada at 804-545-1803 or [send email](#) – Car is located in Midlothian

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Cadillac & LaSalle Club
Potomac Region
Caddie Chronicle
November 2023



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Cadillac & LaSalle Club Potomac Region Caddie Chronicle November 2023



2023 OFFICERS

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