



Cadillac & LaSalle Club Potomac Region Caddie Chronicle December 2025



DIRECTOR'S MESSAGE BY LARRY GOOD

2025 OFFICERS:

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NEWSLETTER COLUMNIST
LARRY GOOD

ASSISTANT REGIONAL DIRECTOR
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NEWSLETTER COLUMNIST
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SECRETARY
WEBSITE MANAGER
VINCE TALIANO

NATIONAL DIRECTOR
NEWSLETTER COLUMNIST
JACK MCCLOW

2025 COMMITTEE CHAIRS
AWARDS – PETER CHEN
SOCIAL MEDIA – SCOTT WARDINSKI

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What's causing excitement in the CLC Potomac Region (PR) this month? First, it's the Hershey tent. After some oscillation, the PR board decided to support the Valley Forge Region's (VFR) initiative, under Michael Stinson's direction, to operate the CLC Hershey tent in the near future. CLC will rent just the space, and a coalition of regions will build hospitality on it to the extent that the regions contribute funds and volunteers. Michael submitted the VFR proposal, to be considered at the winter CLC Board meeting in January. At our upcoming PR Board meeting we will review our budget and decide on exactly how much to commit.

Next is our new public Facebook group. Peter Chen joined the PR Social Media Committee, chaired by Scott Wardinski, and launched the new group for our Region, which met with an immediate wave of enthusiasm. [Click here](#) to join the fun!

And once again, travelers bring back pictures. This fall Maia and I have been traveling to Pennsylvania, where junkyards are still interesting. Of the Cadillacs I found along the road (shown here), the '62 was especially nice.





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We all like belonging to the CLC Potomac Region. That’s why we took out membership. For those who haven’t renewed for 2026 yet, don’t let it lapse! To avoid interruption of benefits, beginning with the January 2026 newsletter, make sure your membership is renewed by December 15. That’s the deadline. Reach out to Vince at vincetaliano@comcast.net with any questions. Let’s keep the family together.

PR Assistant Director Chuck Piel is on track to recovery with rehab from complex surgery. His track is a long one, and we wish him the absolute best. I visited Chuck a couple of times in November. His improvement is remarkable. He told me how he really appreciates everybody’s prayers. Elsewhere, a CLC member and good friend of our Region, Carroll Ellis of College Park, MD, passed away recently. We will miss his friendly participation in our events (see more in the meeting minutes below). Our condolences to Carroll’s family.

Short notice event: If you want to see a ‘53 Eldorado deliver Santa Claus to the municipal Christmas tree lighting ceremony, come to the Gaithersburg, MD, City Hall at 6:00 pm on Dec. 5, weather permitting! **Happy Holidays!**

Larry Good



In 2025, the Potomac Region had 175 dues-paying members from 15 different states, Puerto Rico, the District of Columbia and three countries. Most of them were in Maryland (81, 46%), followed by Virginia (50, 29%).

Distribution of 2025 CLC PR Membership		
Row Labels	Count	Percent
MARYLAND	81	46.29%
VIRGINIA	50	28.57%
PENNSYLVANIA	8	4.57%
DISTRICT OF COLUMBIA	6	3.43%
GEORGIA	6	3.43%
SOUTH CAROLINA	4	2.29%
DELAWARE	3	1.71%
FLORIDA	3	1.71%
NEW JERSEY	3	1.71%
CALIFORNIA	2	1.14%
BRAZIL	1	0.57%
CANADA	1	0.57%
LOUISIANA	1	0.57%
NORTH CAROLINA	1	0.57%
NEW YORK	1	0.57%
PUERTO RICO	1	0.57%
RHODE ISLAND	1	0.57%
TEXAS	1	0.57%
WYOMING	1	0.57%
Grand Total	175	100.00%



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LETTERS TO THE EDITOR



November 1, 2025

I found the article on Luis Aranda's '47 60 Special to be very interesting. After consulting my 1935-55 Master Parts List I can confirm that the number stenciled on his fuel tank, 1097610, is indeed the gas tank's part number. FYI: The same gas tank was used from '41 to '47.

The casting number on his driver's side cylinder head, 1451332-2, is unrelated to this cylinder head's part number which is 1097508. However, it is interesting that the part number for the passenger's (or right) side cylinder head on a '41 to '48 is 1451331, which is close to the driver's side casting number.

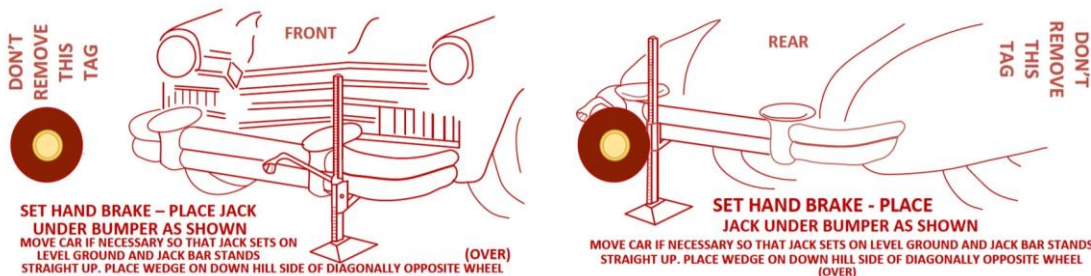
Jay Friedman
Decatur, Georgia

As I had a similar 60 Special to Luis Aranda's at one time, I noted the first time that his car was mentioned in **The Self-Starter** and have kept track of it every time it was mentioned again. Might I suggest that you forward this great article to Jeff (Shively, **The Self-Starter** editor) to be put in the magazine? I can't think of a single car mentioned in the 61 years of my membership that has had this much original equipment, parts and personal documentation. Period! Wow is all I can say.

Barry Wheeler
Flora, Indiana

November 5, 2025

The article in the November **Caddie Chronicle** on Luis Aranda's 1947 Time Capsule was informative. It's always great to see original cars. If anyone needs the bumper jack instructions, they can send a \$10.00 donation to the Valley Forge Region for a pdf file of the front and back of the hang tag I recreated. It can be printed and attached to the jack - that is one item to dress up their trunk! Interested members can reach out to me at therobertschles@gmail.com.



Robert Schles
Wilmington, Delaware



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NOVEMBER 16, 2025, MEETING MINUTES BY VINCE TALIANO

PLACE: The Green Turtle, Burtonsville, MD

TIME: 11:15 am

PRESIDING: Regional Director Larry Good

ATTENDEES: Eighteen including three officers: Larry Good (Regional Director), Bill Hilliard (Treasurer), Vince Taliano (Newsletter Editor, Secretary and Webmaster), Gary Cameron, Ben Carter, Peter Chen, Steve Clay, Randy & Susan Denchfield, Jack & Cher Gallagher, Maia Good, Greg Huver, Constantin Jiga, Mike Kerwin, Les Mardiks, Harry Scott and Richard Sisson

DIRECTOR'S REMARKS: Larry Good welcomed everyone to the meeting. Please keep Chuck Piel in your prayers and thoughts as he continues to recover from a recent procedure. Also, long-time CLC member Carroll Ellis of College Park, MD, passed away recently at age 91. He was a regular participant of the automobilia auctions at Capitol Cadillac and Sport Cadillac (pictured right – photo by Mike Carlin).



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

TREASURER'S REPORT: Bill Hilliard reported the financials from the last meeting. The Region had total revenue of \$703.31 and total expenses of \$87.57, resulting in a net profit of \$615.74. Most of the financial activity was related to the 2026 Membership Drive.

MEMBERSHIP REPORT: Vince Taliano announced the 2026 Membership Drive is at its halfway point. Of the 112 CLC PR members who received pre-populated membership renewal forms, 51 have submitted their dues (46%). Of the 51, 15 have paid using Zelle (29%). At this point in the Drive, we have received fewer renewals compared to previous years, which could be attributed to the pre-populated individual forms being sent via email instead of US mail with self-addressed returned envelopes. The members who haven't renewed yet will be contacted soon. The deadline to renew and receive the **Chronicle** without interruption is December 15.



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ACTIVITIES REPORT: The following activities were discussed:

• **Upcoming Events:**

Date	Time	Event	Location	Contact
Jan 23 - Feb 1 Fri-Sun	Various	Washington, DC Auto Show Visit website	Walter E. Washington Convention Center Washington, DC	Christopher Winter at 410-869-8619 or send email

Gray Shaded Events = Potomac Region Co-Sponsored Events

Visit the [Potomac Region website](#) for a more complete list.

Christopher Winter is working with the Auto Show planners to secure our display space, in addition to members with possible vehicles to display and volunteers to staff the space. Stay tuned for more details.

Larry Good provided an update on the 2026 CLC tent at Hershey, PA, specifically the Potomac Region’s involvement with the Valley Forge Region’s proposal.

NEW BUSINESS:

Gary Cameron, [Down the Road Photography](#), reported that Barry Leese’s 1937 LaSalle Series 50 Convertible Coupe will be appearing in an upcoming issue of **Collectible Automobile** magazine, in addition to being featured in the 2026 CLC Museum & Research Center calendar ([order online](#) for \$15.00 plus shipping). In addition, Gary will be hosting a seminar at next year's CLC Grand National in Concord, NC, on best practices when taking vehicle photos.

NEXT MEETING: The next meeting will be determined.

ADJOURNMENT: Meeting adjourned at 11:35 am.

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Visit us on the web!
www.clcpotomacregion.org



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**THE WASHINGTON, DC AUTO SHOW – VOLUNTEERS NEEDED!
BY CHRISTOPHER WINTER**



Hello Potomac Region members. Once again, our Region has been invited to be an exhibitor at The Washington, DC Auto Show, produced by the Washington Area New Automobile Dealers Association (WANADA). [Their website](#) specifically mentions our Club participating in this event.

Once again, we will need volunteers to staff the exhibit. Below is a table with the show dates and times, and the shifts we need covered. The table indicates shifts of three and four hours. If you can do more than one shift, that would be greatly appreciated. Ideally, we will have two-three members, in addition to me, per shift to field questions about the cars on display, the Club, etc.

The Washington, DC Auto Show Volunteer Shifts										
Hour	Fri Jan 23	Sat Jan 24	Sun Jan 25	Mon Jan 26	Tue Jan 27	Wed Jan 28	Thu Jan 29	Fri Jan 30	Sat Jan 31	Sun Feb 1
10:00:00 AM	CLOSED			CLOSED						
11:00:00 AM										
12:00:00 PM										
01:00:00 PM										
02:00:00 PM										
03:00:00 PM										
04:00:00 PM										
05:00:00 PM										
06:00:00 PM			CLOSED	CLOSED						CLOSED
07:00:00 PM										
08:00:00 PM				CLOSED						

Volunteers will get a free pass good for the entire show, which will be held at the Walter E. Washington Convention Center, 801 Allen Y. Lew Place NW (formerly Mount Vernon Place), Washington, DC 20001. Parking is available on the street or in many parking garages in the area. The Mount Vernon Square/7th Street stop on Metro’s Green and Yellow Lines is a good alternative to driving in the city.

Please consider volunteering for a shift or two. It is a good way to help the club and enjoy the camaraderie of your fellow members. To volunteer, contact Christopher Winter at cchwinter@cavtel.net or 410-869-8619.

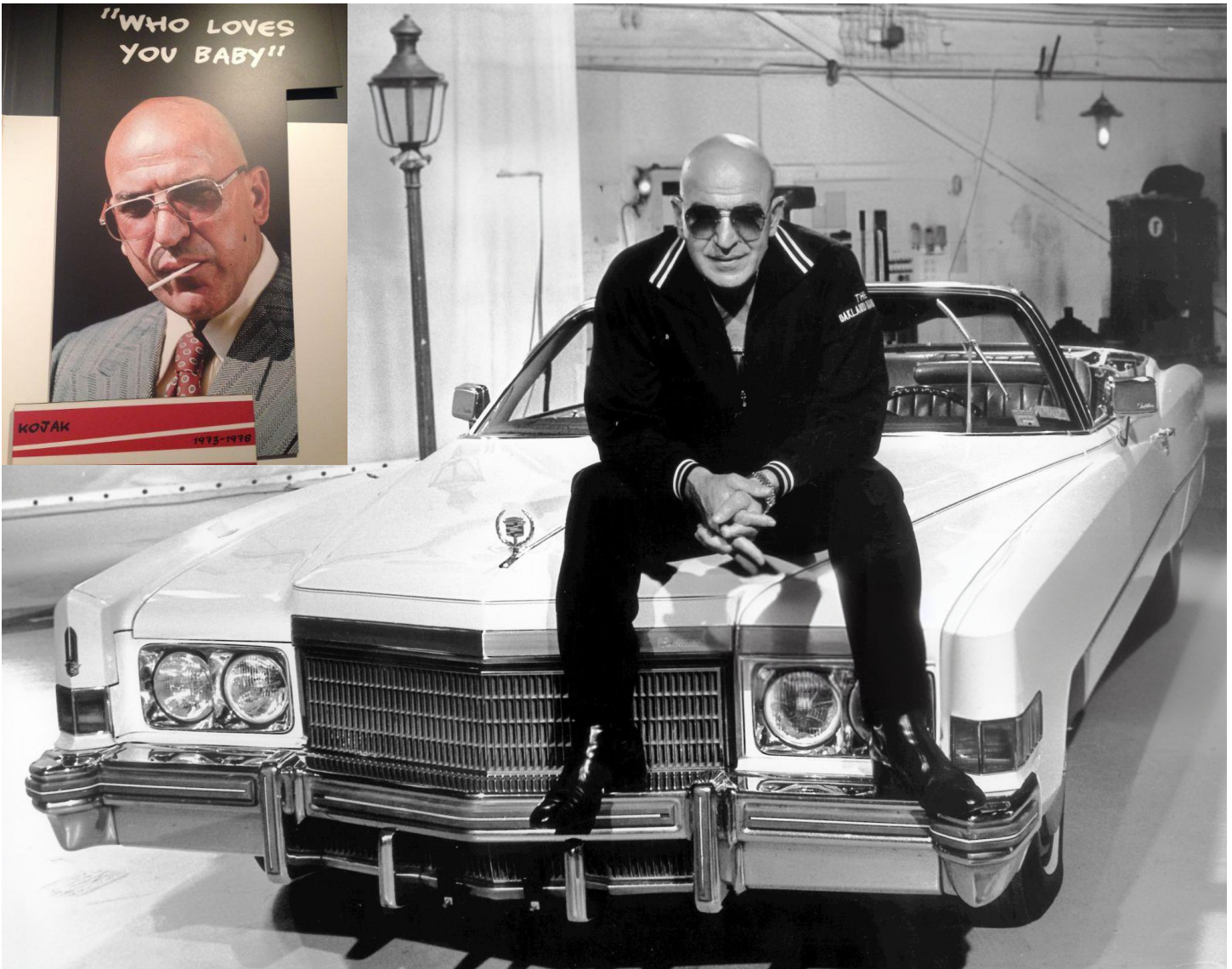
Thanks for your consideration!



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**"WHO LOVES YOU BABY?"
BY VINCE TALIANO**



Growing up in the 1970s, **Kojak**, starring Telly Savalas, was one of my favorite TV shows. Fast forward fifty years later and I watch re-runs still. Recently, I came across a post on Facebook that included the picture above of Telly with a 1974 Eldorado convertible and the text below.

"Actor Telly Savalas owned a 1968 Rolls-Royce Silver Shadow, which was often seen with him during **Kojak** filming. While he is famously associated with the Buick Century from the show, his personal collection was known to include high-end vehicles like the Rolls-Royce plus a Mercedes. He also collected other marques like Jaguar and had a vintage white convertible Auburn Cord."



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SOUTH FLORIDA REGION CAR SHOW BY LYNN GARDNER

On Sunday, November 16, I drove 750 miles round trip to attend the Sixth Annual CLC South Florida Region Car Show at Ed Morse Bayview Cadillac in Fort Lauderdale, FL. The dealership couldn't have treated everyone nicer with two guys cooking hot dogs and hamburgers for the attendees, and an ice cream truck giving out frozen treats. In addition, there was a Cadillac SUV filled with donated toys for the holiday season (pictured right). The support for the Region was as impressive as the vehicles on display. Congrats and thanks to everyone involved with the event.





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V-16 REPAIRS BY CHRISTOPHER CUMMINGS

Earlier this year the time had come to replace the fabric roof insert on my 1930 Cadillac V-16 Five-Passenger Imperial Sedan. As far as I could determine, the material was entirely original. It may have had some sort of dressing applied years ago, but the cloth was what had been installed at the factory.



BIG CADS

Theme of 'Celebrating V-12 and V-16 Cadillacs' attracts 91 cars to Potomac Region show

THIS IMPOSING 1930 V-16 #4330 5-Passenger Imperial Sedan owned by Chris and Barbara Cummings of Manassas, Va., was prominently displayed at Capitol Cadillac in Greenbelt, Md. Cause for the gathering was a celebration of V-12 and V-16 Cadillacs but many other fine Cadillacs attended, including a beautifully restored 1953 Eldorado. The Cummins' V-16 is one of 328 produced that year and would have been intended for chauffeur motoring.

PHOTOS BY DAN REED

Prior to the mid-to-late 1930s, the metallurgy and technology was not available to car makers to stamp a one-piece metal roof for closed cars. Up to that time, manufacturers built their metal car bodies with a large rectangular opening where the roof should be, with evenly spaced wood slats supporting chicken wire overlaid with cotton batting. On top of that was a cloth covering, treated to be waterproof, and securely sealed around the perimeter of the roof opening.

The fabric roof insert worked well, within limits. But anything that penetrated the cloth – a falling tree branch, hailstones, animal claws, even deterioration due to age – would allow moisture in to rot the upholstery and the structural wood framing of the car body.



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When the breakthrough came and a solid metal roof could be stamped from one sheet of steel, it was boldly marketed as a major achievement. General Motors, for example, touted its "Turret Top," inferring substantial strength and protection (pictured right).

My Cadillac had been sparingly driven over the years and rarely subjected to rain or other harsh conditions. The cloth expanse of the roof, while dried and inflexible to the touch, had maintained its integrity remarkably. I had been able to find only a single 1/2-inch slit. Needless to say, I had avoided exposing the car to precipitation over the years I had owned it. Lately, however, a couple of neighborhood cats I'd befriended had decided that the top of the car was a great spot from which to look out through the high windows of the garage door. Their gentle footsteps had proved just how brittle the top covering had become, leaving a number of longitudinal cracks in the fabric. It was clearly time to remove and replace the old covering before damage to the underlying padding and even the headliner could begin.

Dave Gano of Salem, Ohio, had recently restored a 1930 Cadillac V-16 Seven-Passenger Imperial Sedan, so I phoned him and asked about how he dealt with the roof on his car. He gave me the contact information for Sharp Automotive Upholstery in Elyria, Ohio (the folks who did the work), and for Snyder's Antique Auto Parts, Inc. in New Springfield, Ohio (the outfit that supplied the materials). I phoned Jim Sharp and began a long-term relationship of gracious handholding that enabled me to plan out and execute the whole process. For added perspective, I watched YouTube videos where people replaced roof inserts on Model A Fords and other early 1930s cars, and I read instructions posted on car club websites and message forums (fora? Latin class was so long ago).

Lookit! he's got a Turret Top too!

Safer... and More Beautiful!

The big one on the left is everything... an illustration of an early Fisher... independent of the weather... always built firm, yet ever snugly equipped with fresh air to hold in hot weather. Body by Fisher alone is strong enough for making your seat out even from the General Motors family.

THE KING OF THE MODERN CAR
ONE-PIECE SOLID STEEL "TURRET TOP" BODY BY Fisher

BY GENERAL MOTORS CAR CO. LTD. CHRYSLER - FORD - OLDSMOBILE - BUICK - LAZARUS - CADILLAC



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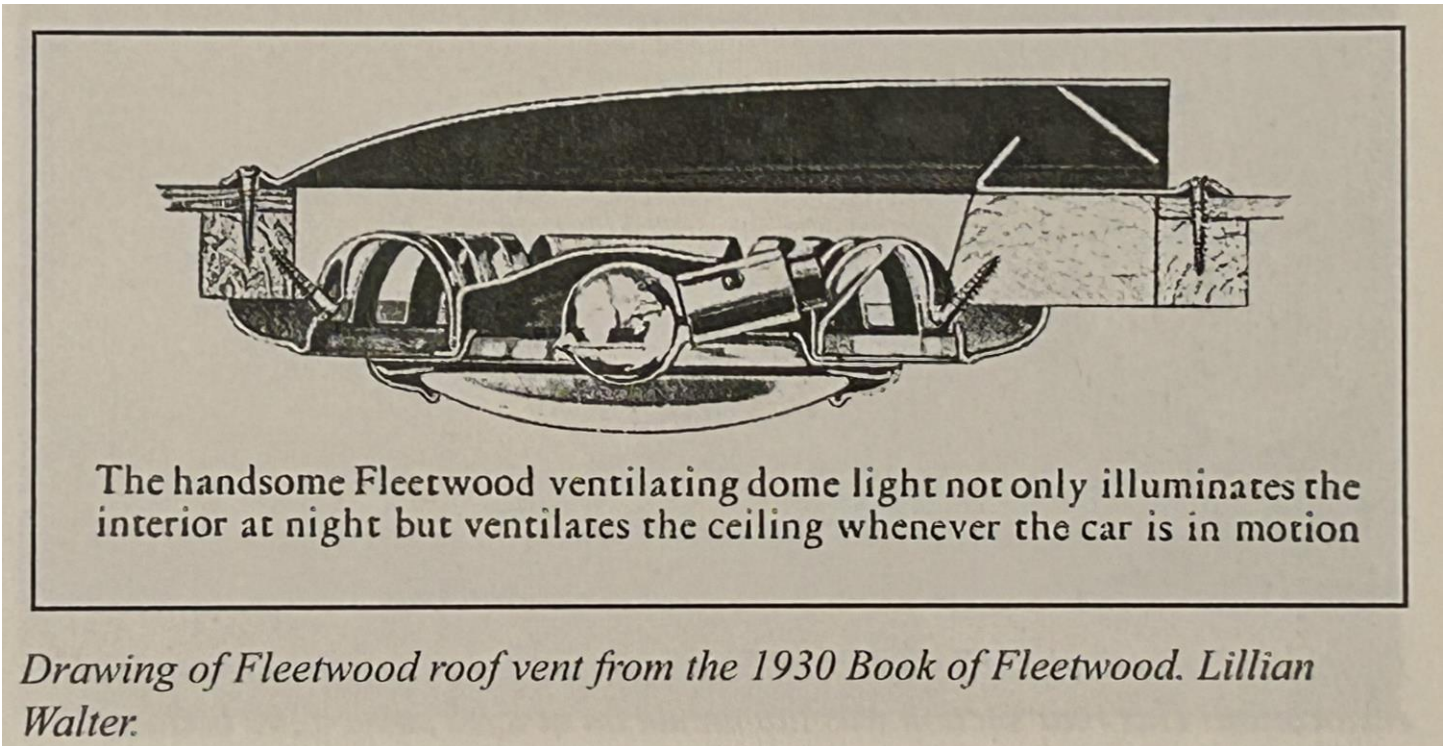
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The recommended material is a pliable, fabric-backed, black, plastic “top decking” with a longitudinal grain. The premise I was operating on was that only the outer covering would require replacement, and not the underlying cotton or wire. To my great good fortune this assumption would prove to be correct. The material comes in a 65-inch width (more than adequate to cover the width of the Cadillac's roof). I added a foot to the length measurement and placed my order.



The removal process began with gently prying up the perimeter molding. This is a long strip of extruded alloy about ½ inch wide, with a roughly t-shaped cross section (the thin cross bar is dome-shaped with tapered edges, and the vertical part is roughly ¼” square). One side of the molding presses the top material to the wood framework, while the other edge presses against the metal roof rails. The perimeter molding comprises two pieces, with butt joints roughly halfway across the front and rear sides of the roof opening.



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Before removing the perimeter molding, I placed a line of painter's tape along the outside edge of the molding and marked with a black line next to each of the nails (pictured right). That way, when it came time to tack the new top material in place, I could avoid placing tacks where the molding nails would have to come through. Once both sections of the molding were pried loose, and their nails removed, I hung the pieces up, high and out of harm's way.



Sitting atop the roof of Cadillac sedans of this vintage is a shovel-shaped scoop that is part of an ingenious method of removing cigar smoke from the passenger compartment (pictured right). The rear dome light is surrounded by a slotted bezel and above the dome light (through an opening in the roof) air can pass to the rearward-facing scoop. As air flows over the roof of the car and the scoop, it draws out air from the passenger compartment. The opening of the scoop is baffled to prevent rainwater entry. The scoop would have to be removed before the old top material could be replaced.





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A rubber gasket (now hardened with age) was used to seal the ventilator scoop to the top material (pictured right). The screws were easy to remove (including one that was missing half of its head) and some gentle prying got the scoop free from the roof. With the scoop out of the way, the wiring for the dome light was exposed, and it was easy to see how the top material had been cut and its edges folded over the dome light opening and tacked to the sides of the opening. The diagram above does not show the wires, which exit the rear of the bulb socket and loop up into the vent scoop. Because I did not want to disturb the nearly 100-year-old wires for the dome light (and risk having to re-wire and re-upholster the inside of the car) I elected to cut the top material even with the rim of the dome light hole. After that, it was possible to remove the old top material.



Photo left shows the old top material removed from the car's roof. The hole for the vent and the screw holes for its mounting flange are readily visible. Some of the tears in the brittle, original material can be seen in this image below.





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The new material was laid out on the floor, and the old material was placed on top of it. Then I drew a cut line about three inches larger than the old material all the way around, to provide a handhold for pulling the new material taut. The last cut was the opening for the dome light hole. I didn't want to cut that after the new material was stretched and tacked into place, because that would put tension on the dome light wires and risk breaking the insulation.

The new material was rolled up and moved to the roof of the car where it was unrolled until a suitable warm and sunny day. Warmed under the sunlight, the material could be stretched and secured without allowing sagging or wrinkling. The consensus among the sources I found was that the material should be temporarily tacked at the center of the front edge and the center of the rear edge, pulling it taut while keeping the grain straight. Then the same process should be applied to the center of both sides. With the sides thus anchored, adhesive is applied to the trough and stretching and actual tacking of the material proceeds towards each corner, in turn, working to keep the tension even and making sure not to set tacks where the molding nails will fall. The tacks (constructed like regular carpet tacks) are quite small – 7/16" long – and they have to be driven into a narrow trough (about 3/8" wide). A tack hammer with a really small head is helpful, as is a nail set that can obviate the risk of hitting the car when aiming at the tack.

Once all four corners have been reached, the areas in the center of front, rear, and sides (where the material had been temporarily tacked) could be treated with adhesive and properly tacked down. At Jim Sharpe's recommendation I had purchased a pair of dental scissors for the purpose of trimming the edges of the now-secured top material even with the surface of the metal roof (on the outer rim of the trough). After the trimming was done, I applied adhesive, where needed, to make sure that the cut edge was sealed in place.

Judging from the residue on the underside of the perimeter molding, the factory had applied adhesive where the molding would rest against the installed fabric only in the corner areas, extending about a foot from each corner. I thought it would make sense to apply a bead of adhesive all the way around and did so.

The perimeter molding had come off fairly easily, and so it was not going to require a lot of reshaping and bending. The spots where my prying tool had slipped required some attention to restore the smoothness of the tapered edge. Once they were ready, I placed the two halves of the molding on the car and fixed the left one in place with several partially set nails. I wanted to make sure that the molding would lie comfortably against the top material that was now tacked into the trough. The fit seemed to be good, so I drove the guide nails and several others securely and checked to make sure that the right-hand half of the molding would fit properly and that the butt joints between the two molding sections would line up evenly. Once I was sure of a good fit, I set and drove the rest of the nails.



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In three places, in spite of my efforts to prevent it, the nail I inserted into its hole in the molding came down on the head of one of the tacks. The first time it happened, I was still setting the molding in place and was able to pry the tack out and relocate it. The other nail blockages came to light after the molding had been installed and most of the other nails had been set. Rather than remove the molding sections again, or leave the nail holes empty, I chucked a 5/64" bit into my Dremel tool and used that to drill a hole in the tack head that permitted the molding nail to go through.

Where the top material was cut to match the dome light and ventilator hole, I lifted the edge of the material and applied a bead of adhesive between the material and the wood all around the hole. I decided to re-use the hardened rubber gasket for the flange of the ventilator scoop. A square foot of quarter-inch rubber or neoprene sheet would have yielded a nice replacement, but that was not readily available from any of the local hardware (or big box) stores. Moreover, it seemed clear that the existing gasket was well sealed to the ventilator, and a layer of adhesive between the gasket and the new top material would render the assembly at least as leak proof as when it was new. I applied the adhesive, set the ventilator in place, tightened the screws securely, and called it done.

The last step was to mask off the perimeter molding (on both sides) to paint it gloss black, covering both the scratches and nicks from the removal and replacement process, and the heads of the nails. The original nails were designed with just the right countersunk heads to fit flush in the holes in the perimeter molding. The modern nails, while billed as being slightly countersunk, do not quite fit perfectly flush. With their heads painted black, the discrepancy is minimized.



My clearly non-professional photo of the finished installation shows the stretched material and the perimeter molding, as well as the ventilator scoop. With any luck, the new fabric insert will serve for the next 95 years.





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CADDIE CLASSIFIEDS

Cars For Sale



1941 Cadillac Series 62 Convertible Coupe – One of just 3,100 convertible coupes built in 1941 – Older restoration completed before purchase by current owner at Fall Hershey about seven years ago – Still in very nice overall condition – 346CI monobloc flathead V8 engine rebuilt during restoration – Three-speed manual transmission – Dark Blue repaint still shows very well with solid body panels that appear to be original and beautifully lined-up – Older tan manual convertible top with some staining that could use cleaning, but in overall very good condition with no rips or tears and functioning mechanisms to properly open and close – All the chrome, trim and badging intact and in overall very good condition with some minor scuffing on the bumpers – Undercarriage very clean and solid – Brown leather interior in great condition with walnut dash and beautiful instrumentation – Wide whitewall bias ply tires mounted on the factory steel wheels with factory Cadillac wheel covers – Driven sparingly since purchased by current owner but starts right up and runs, drives and handles very well – Some minor issues that need to be addressed including speedometer working intermittently and odometer, wipers, clock, radio and power antenna not working – Heating system has been plumbed but not currently functioning – Clean title in the owner's name with electrical diagrams, convertible boot and car cover – [See pictures](#) – **Reduced to \$39,900** – For more info, contact Jeff at Zoom Classic Cars at (617) 800-6737 or [send email](#) – Located in Hingham, MA

SOLD



1948 Cadillac Series 62 Convertible – Approximately 49K original miles – Same owner since 1989 – Horizon Blue with maroon interior – Fairly original condition including engine – New spark plugs, spark plug wires, distributor cap and ignition coil were installed at the time of purchase, with the original 1948 items stored in the trunk – Fan blade assembly was replaced with a modern one that moves more air to keep the engine cooler, but can easily be replaced back to the original blades – Wheels have re-chromed sombrero hubcaps – Comes with great provenance, photos and documents back to the time of the original owner, including a file of the most recent work completed by CLC member Ron Threadgill – Featured in the [September 2024 Caddie Chronicle](#) – [See pictures](#) – **Reduced to \$60,000 obo** – For more info, contact Alastair Brooke Colquhoun at 804-356-7250 or [send email](#) – Located in Henrico, VA



1949 Cadillac Series 61 Sedan – Delivered new to Mr. & Mrs. Charles Trueman on July 28, 1949, by Miller Motor Sales in Fremont, OH, who only used the car on weekends for enjoyment and seldom went out of town – Upon Mr. Trueman's death, Mrs. Trueman drove it occasionally – After she passed away, it was sold in 1973 with 17,800 miles to Rod Link of Fremont, OH, who drove the car just 210 miles over the next nine years – In 1984, Whitey Best, also of Fremont, bought the car – During the next seven years, he drove it to numerous car shows, adding approximately 3,500 to the odometer – Former CLC Potomac Region member George Rubenson, Salisbury, MD, bought the car in August 1991, with 21,758 miles, and drove it approximately 600 miles home – In June 2021, the Cadillac was purchased by the current owner while on consignment at Connors Motorcar Company in West Chester, PA – 35,692 miles at present – Sierra Ivory with gray cloth interior – Highly original except for a repaint, including the hood after a minor engine fire in August 2024 that was insurance-corrected to "better than new" – Engine bay was stripped and repaired with NOS parts, including new wiring and rebuilt carburetor – Cadillac has no indications of prior body damage – Chrome trim complete and in very good shape – Cloth interior was previously protected by seat covers and is in near perfect condition – Door panels and armrests show minor wear and the dashboard presents strongly with full factory trim – Carpeting is in good overall condition – Glass shows no cracks, but minor discoloration at the top of the windows – Factory clock and vacuum radio antenna are inoperative, resulting in the AM radio not receiving any signals – Trunk compartment in nice condition with original spare tire and jack – Variety of manuals and the original 1949 Ohio license plate included with sale – [See pictures](#) – **\$21,000 obo** – For more info, contact George Horton at 352-203-0390 (mobile) or [send email](#) – Located in Wellsboro, PA



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1956 Cadillac Eldorado Seville – 36K original miles – Third and current owner purchased the car 22 years ago with 26K miles – One of 3,900 Eldorado Sevilles built in 1956 – Numbers matching 365/305hp V8 engine with original two four-barrel carb setup, generator, radiator and power brake booster – Transmission rebuilt – Impeccable survivor that resides in a climate-control garage during the winter months, in a regular garage the rest of the year – Meticulously maintained and pampered with premium fuel, zinc-additive oil and regular treatment of Marvel Mystery Oil – Refurbished braking system – Runs, drives and stops well – Participated in the **Eldorado Extravaganza** in 2006 – Featured on the front cover of **Hemmings Classic Car** magazine in February 2007 – Showcased in a [YouTube video](#) taken at the 2024 Syracuse Nationals (starts at 2:06 mark) – [See pictures](#) – **Reduced to \$60,000** – For more info, contact Sal Buffa at 315-457-5294 (preferred) or [send email](#) – Located in Syracuse, NY



1970 Cadillac Deville Convertible – Purchased in 2005 partially restored with 90K miles – Final restoration finished shortly thereafter and included paint, engine, transmission, brakes, suspension, electrical and upholstery – Twenty years later, it is now showing 141K miles – Everything works such as the climate control, clock, automatic light-turn on, radio, etc. – Options include tilt/telescoping steering wheel, climate control, power locks, electric trunk release, six-way power seats and twilight sentinel – Modified with the eight-piece Fleetwood rocker molding stainless steel trim – Featured in 2009 **“Rock the Red”** promotional video for the Washington Capitals (view [YouTube video](#)) – **\$41,000** – For more info, contact Scot Minesinger at 703-283-2021 (leave text message, not voice mail) or [send email](#) – Located in Fairfax Station, VA



1988 Cadillac Seville – 62K miles – Arizona rust-free car – Light yellow with cream color leather interior that is like new – Strong 4.5 engine that runs and drives great – Four new Vogue tires with less than 100 miles on them – Equipped with the optional touring suspension – Stainless body side molding trim and gold trim emblems – Cigarette lighters have never been used – All the regular Cadillac accessories, too many to list – Owner downsizing collection as he will soon be 90, time to let go! – [See pictures](#) – **\$6,800 obo** – For more info, contact Robert Lewis at 301-246-4278 or [send email](#) – Located in Nanjemoy, MD



1991 Cadillac Fleetwood – One owner car purchased new at Coleman Cadillac in Bethesda, MD – 121K miles, mostly highway – Passed Maryland State Inspection in August 2023, driven sparingly since – Garage kept, well maintained and in good working condition – Highly reliable 4.9 liter V8 SPF1 engine – Royal Maroon with Garnet leather interior – Aftermarket Kenwood stereo (original radio included) – Vogue tires – [See pictures](#) – **\$6,950** – For more info, contact Kenneth Parker at 301-363-5958 or [send email](#) – Located in Adamstown, MD

Miscellaneous For Sale



Several 1993-95 Cadillac Fleetwood AM/FM/Cassette/CD Radios – Professionally rebuilt – **\$450 each** – For more info, contact Cory's Cadillac Parts at 920-210-2225, [send email](#) or [visit website](#)



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1986 Empire Comfort Systems Garage Propane Heater – Output capacity 77,000 BTUs – Thermal efficiency 77% – Last used about ten years ago – Buyer will need to dismantle and remove – [See pictures](#) – **\$350 obo** – For more info, contact Herb Nunnally at 410-442-1647 or [send email](#) – Located in Marriottsville, MD

Part Wanted

1976 Cadillac Eldorado Rim – For more info, contact Phillip Small, Sr. at [send email](#) – Located in Waldorf, MD

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<p>Region Merchandise</p>	
	<p>CLC Potomac Region Cloisonné Grille Badge</p> <p>Made of the finest quality, the 3 1/4-inch grille badge features an Azure Blue 1953 Eldorado in front of the U.S. Capitol. Each grille badge comes with a mounting stud and a black gift box.</p> <p>Send \$62.00 (includes \$12.00 for domestic shipping & handling) to:</p> <p>Vince Taliano 14 Triple Crown Court North Potomac, MD 20878</p>



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BIG ESTATE SALE!

- **Thursday, December 11, 2025, 8:00 AM to 5:00 PM**
- [Monroeville, New Jersey](#)
- **Please contact Marc, 301-672-1000 or [send email](#), for more information and address.**
- **Will sell whole car or parts. Please bring tools if parting.**

BELOW ARE THE CARS AVAILABLE:

<u>CADILLACS</u>	<u>LINCOLNS</u>
1960 – Cadillac – two-door	1957 – Lincoln – Premiere – two-door
1960 – Cadillac – two-door	1957 – Lincoln – Premiere – two-door
1965 – Cadillac – DeVille – two-door	1957 – Lincoln – Premiere – two-door
1966 – Cadillac – DeVille – two-door	1971 – Lincoln – Continental – two-door
1970 – Cadillac – Eldorado – Convertible	1976 – Lincoln – two-door
1971 – Cadillac – Eldorado – Convertible	1982 – Lincoln – Continental – four-door
1971 – Cadillac – Eldorado – Convertible	1984 – Lincoln – Town Car – four-door
1974 – Cadillac – Eldorado – Convertible	1988 – Lincoln – Town Car – four-door
1974 – Cadillac – Sedan – four-door	1989 – Lincoln – Town Car – four-door
1974 – Cadillac – Eldorado – Convertible	1989 – Lincoln – Town Car – four-door
1974 – Cadillac – Eldorado – two-door	<u>MISCELLANEOUS (Non-Cadillac / Non-Lincoln Vehicles)</u>
1975 – Cadillac – Eldorado – two-door	1948 – Packard – Victoria – Convertible
1975 – Cadillac – Eldorado – two-door	1949 – Pontiac – (model unclear) – Convertible
1975 – Cadillac – Eldorado – Convertible	1956 – Buick – (model unclear) – four-door
1976 – Cadillac – Eldorado – two-door	1957 – Chevrolet – Bel Air – two-door
1978 – Cadillac – Eldorado – two-door	1957 – Oldsmobile – 88 – two-door
1978 – Cadillac – Eldorado – two-door	1962 – Ford – Thunderbird – two-door
1996 – Cadillac – Eldorado – two-door	1963 – Ford – Thunderbird – two-door
1997 – Cadillac – four-door	1973 – Oldsmobile – Toronado – two-door
2000 – Cadillac – DeVille – four-door	1986 – Kit Gazelle – Convertible
2006 – Cadillac – SRX – Wagon	1995 – Chevrolet – Convertible





Cadillac & LaSalle Club Potomac Region Caddie Chronicle December 2025



2025 OFFICERS

NAME	POSITION(S)	PHONE NUMBER	EMAIL ADDRESS
Larry Good	Regional Director Newsletter Columnist	301-538-1544	larrygood@clcpotomacregion.org
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
Christopher Winter	Activities Director	410-869-8619	christopherwinter@clcpotomacregion.org
Franklin Gage	Membership Director	703-869-8434	franklingage@clcpotomacregion.org
Dan Ruby	Car Show Coordinator Summer Picnic Host	301-343-1463	danruby@clcpotomacregion.org
Vince Taliano	Newsletter Editor Secretary Website Manager	410-598-0488	vincetaliano@clcpotomacregion.org
Jack McClow	National Director Newsletter Columnist	301-330-5417	jackmcclow@clcpotomacregion.org