



Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2026



DIRECTOR'S MESSAGE BY LARRY GOOD

2026 OFFICERS:

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2026 COMMITTEE CHAIRS
SOCIAL MEDIA – SCOTT WARDINSKI

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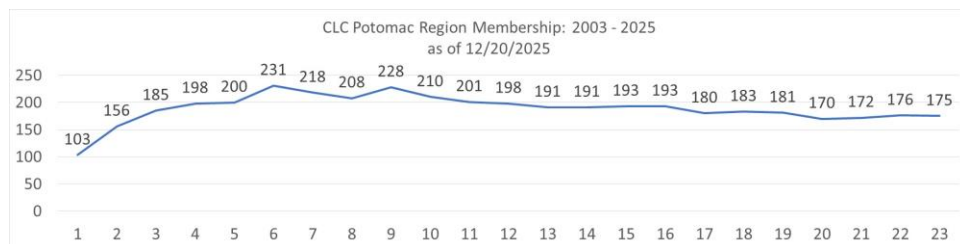
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Happy New Year! On December 20, 2025, the CLC Potomac Region (PR) Board held a meeting that mixed holiday business and pleasure. The business hour focused on five topics with these outcomes.

2026 Hershey Tent – PR will shift its annual \$500 donation from sponsoring the Betty White Cadillac in the AACA Museum over to supporting the CLC tent at the Annual Fall AACA Meet in Hershey, PA, with certain provisions. The tent will be managed by the Valley Forge Region in a coalition of CLC regions.

2026 Membership Drive – Vince Taliano, unofficial PR statistician, showed how our Region's membership has been practically level in recent years (see below). Car clubs in general have suffered decline.



The pilot program allowing members to renew electronically using Zelle exceeded expectations with 18 members submitting payment in that format. Here's hoping more members eventually get used to it.

Welcome to our newest members Kevin McCarthy of Leonardtown, MD, with his AACA award-winning 1937 LaSalle sedan, and Jack & Carrie Kelly of Vienna, VA, with their 2022 Cadillac Blackwing sedan.

2026 Washington Auto Show – Activities Director Christopher Winter has five cars lined up for display. There is room for one more. Move-in day is Wed., Jan. 21. See page 3 for Christopher's duty roster. Let him know how you can help.

2026 Winter Party – Christopher is researching banquet venues for the PR winter party. We are thinking of having the party replace that month's meeting. An announcement will come out when a date is set, probably in February since the Washington Auto Show occupies our attention in January.



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2026 Spring Dealer Car Show and Automobilia Auction – Show Coordinator Dan Ruby is looking at a date in May, TBD as soon as he can connect with Sport Cadillac owner Gibbs Fogarty, who is a very busy man.

After the business meeting we played music, some of it on key and some of it best forgotten. It must have been more good than bad because it lasted three times longer than the business.

Beginning January 1, 2026, plastic shopping bags will be generally banned in Montgomery Co., MD, so my wife Maia solved the problem for seven people. She embroidered the PR logo on a re-usable shopping bag for each PR elected officer. I got the one that's sewn on sideways 😊 (pictured right).



In the medical department, PR Assistant Director Chuck Piel is progressing through his long recovery from complex surgery. Keep wishing him well. It's working!

More of the late Jeff Gurski die-cast collection will be included in the upcoming Lloyd Ralston Auctions

Wonderful New Years Toys! auction in January ([view and bid online](#)).

The next PR Meeting will be held at 7:30 pm on Monday, January 19 at the Silver Diner in Merrifield, VA. Please feel free to come early for dinner.

I hope you're all having a great holiday season. My best wishes for 2026 go out to all in the Potomac Region!

Larry Good

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CERTIFIED SERVICE FOR ALL GM MAKES AND MODELS	
CADILLAC SALES & LEASING	CADILLAC CERTIFIED SERVICE
PHONE: 301-890-6000	PHONE: 240-802-7405

Visit [Sport Cadillac's website](#)

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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										
07:00:00 PM			CLOSED							CLOSED
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 by Sunday, January 14 to reserve badges in the names of the volunteers. Thanks for your consideration!



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ELEVEN 1942 CARS AT HERSHEY 2025 BY RICHARD SILLS

I have attended the AACA Eastern Fall Meet in Hershey since the late '60s. Every year this meet attracts a cornucopia of spectacular antique cars, including some that most people have never heard of, much less seen before. To write about all the extraordinary cars at any Hershey meet would require a volume. But in 2025, one display in particular captured my attention because it was so unusual.

1942 was probably the shortest model year in automotive history. 1942 Cadillacs were introduced to the public on October 1, 1941, and we all know what happened on December 7. The World War that ensued required all passenger car production to cease, as the factories turned their attention to military vehicles. The last 1942 cars were produced in early February. People were unable to buy new cars for several years, so most remaining pre-war cars were used to death. 1942s are rarely seen at car shows today.

That is why I was surprised to see eleven 1942 cars, representing different marques, parked all in a row at Hershey 2025. All were exhibited by the same owner – the NB Center for American Automotive Heritage in Allentown, PA (watch a three-minute [YouTube video](#) of the cars arriving at the show). One was a Cadillac, and a very unusual body style. It was a Series 67 sedan, a model offered only in 1941 and 1942. It shared its body with the Series 90 Buick Limited. The Series 67 had a massive 138-inch wheelbase, two inches longer than the more expensive Series 75. Cadillac built only 700 Series 67 cars for 1942, including sedans and limousines. Only one is listed in the CLC Directory.



1942 Cadillac Series 67 sedan, owned by The NB Center for American Automotive Heritage



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REMINISCENCES OF A LIFELONG CAR ENTHUSIAST BY RICHARD SILLS

Born at the end of World War II, I grew up in what may be considered the “golden age” of American automobiles. I have always encouraged people to write down their experiences that may be of interest to others, because otherwise the first-hand knowledge will be lost. Now I have decided to take my own advice.

I loved automobiles from earliest childhood, long before I could think of driving or owning a car. I can't say why – no relatives or friends shared that interest. My family was afraid that my interest in cars would distract me from my studies. But the interest was intense, even with no outside encouragement. When I was very young, I would ride my tricycle down to a neighborhood garage that worked on people's cars. Because this was the city, and private garages were scarce, many customers also stored their cars at this garage. The men who worked there must have thought it was funny for a little kid to have such an interest in cars, but they were patient and would show me how to tell the differences between makes and model years. For example, most cars had the shift lever on the floor until a certain year, after which it was moved to the column. The transition year differed from one make to another. They pointed out that older cars had headlights mounted in separate buckets, while at some point the headlights became integrated into the front fenders. And, streamlining caused a significant evolution of styling from the early '30s to the end of that decade.

Even though the war was over, there were still many pre-war cars on the road, much longer than would usually be the case. New cars were completely unavailable during the war unless someone had a priority government job. So you could still find Hudson Terraplanes, Reo Flying Clouds, shark-nose Grams, Studebaker Dictators, and other relics from the 1930s still in everyday use.

New 1938 HUDSON Terraplane

BUILT TO EXCEL IN . . .
New Style
Fine Performance
Long Life

HERE is a low priced car which, more than ever, is also an outstanding style car. When you drive, you discover that low price no longer bars you from the enjoyment of true fine car performance. . . . beautifully smooth . . . thrillingly responsive. And, over the years, you will profit from remarkably long life, proved, as any Hudson dealer can show you, by officially established road tests consistently above the average of other cars. This is what Hudson offers you in the new 1938 Hudson Terraplane at a price down close to the lowest. It is one of these brilliant new Hudsons . . . Hudson Terraplane, Hudson Six and Hudson Eight . . . that cost you less for what you get than any other car in the world. America's No. 1 value car!

MEET HUDSON FOR 1938
HUDSON Terraplane • HUDSON Six • HUDSON Eight

REO PRESENTS
America's Finest Six

THE SIX WITH ALL FINE CAR FEATURES—1939—1939

FOR ECONOMY AND LONG LIFE

REO

GRAHAM
for 1939

Beauty Graham "Spirit of Motion" styling was the result of the important Continental styling influence 1939 design of many American manufacturers.

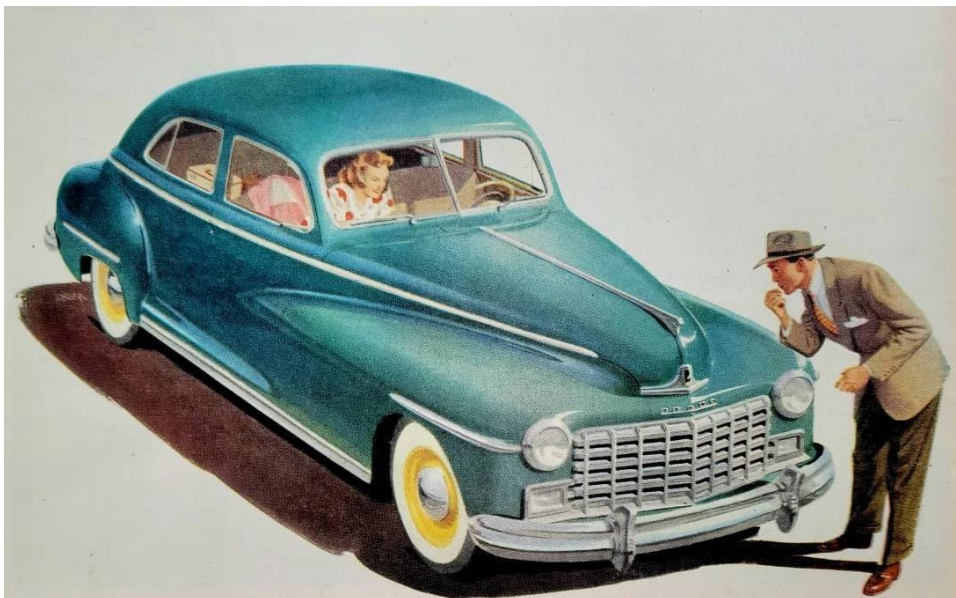
Comfort Graham's wide body, deep luxurious cushions, scientifically balanced weight and excellent spring rates combine to produce a ride that's useful and relaxing.

Economy Graham proves its economy under A.A.A. supervision by defeating all other contenders in latest economy (Globe) Touring Economy tests (Average in 1938 event, 27.77 miles per gallon).

Performance Graham invites critical comparison in all departments of motor car performance: speed, riding in high, get-away, driving ease, riding quality, economy.



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A KISS—IN THE BROAD DAYLIGHT

You'd feel sentimental yourself if you had just come through a hazardous blow-out at fast touring speed...miraculously safe. The damaged tire, instead of being twisted or thrown to invite disaster, is held straight and true for a safe stop, on the new wider Dodge Safety-Rim Wheel.

Safety is just one of many advantages people have come to expect from Dodge. It is typical

of the advanced engineering that delivers in Dodge a new world of riding and driving experience.

So if your enthusiasm for Dodge should occasionally go a bit beyond convention—well, it's an experience that's common with all Dodge owners.

Dodge

Lowest Priced Car With Fluid Drive
Safe-Guard Hydraulic Brakes,
Super-Cushion Tires, Floating Power,
Full-Floating Ride, glycol Fluid Drive

After the war, every dealer had a long waiting list. Customers often had to pay steep premiums above list price in order to procure a new car. If your name came up on the waiting list, and the dealer got in a green sedan, but you preferred a blue coupe, you either took what you could get or else wait for your preferred color and model, without knowing how long that might take. So normally you accepted what was available. The dealer would often load up the car with all kinds of accessories, and if you objected, you were free to reject the car and go back into limbo on the waiting list. This was the era when many buyers were attracted to the independents – Kaiser and Frazer, Studebaker, Hudson, Nash and Crosley, because they were easier to come by without paying a premium. My grandfather had bought a series of new

Oldsmobiles since 1929, but became annoyed when his dealer demanded a premium to sell him a new one after the war. So he traded in his well-worn '41 Oldsmobile for a new '48 Dodge. This "seller's market" lasted until the early '50s, when production finally caught up with demand.



In the early '50s, most little kids would ask their parents to take them to the movies, to the circus, to an amusement park, or to a ball game. I asked to be taken to car dealerships to look at the latest models and pick up sales literature. My wonderful grandfather was usually the one who would do this, expressing interest in whatever make of car was being offered, just so I could walk out with a full complement of sales literature.



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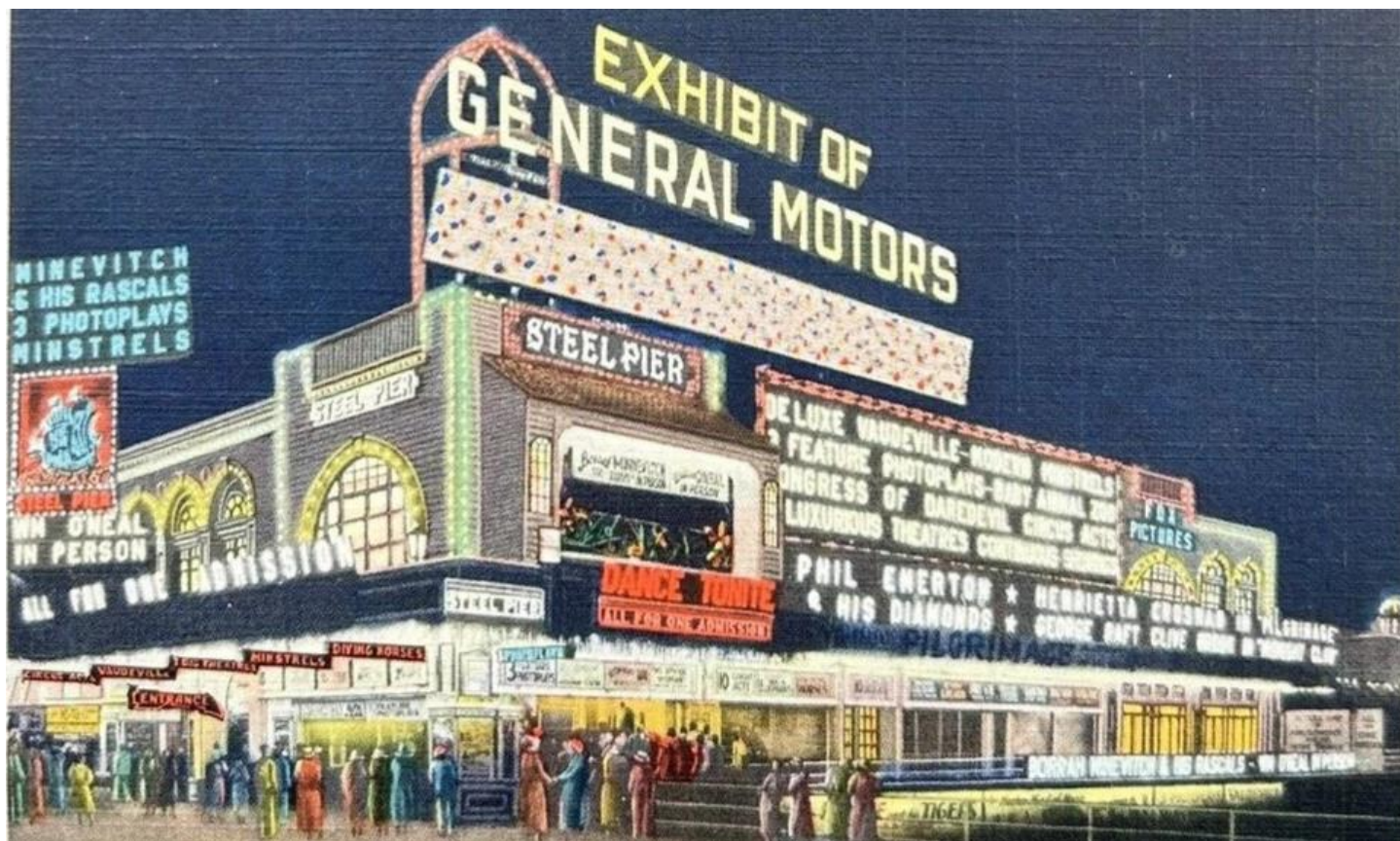
At some point, I became aware of the color and upholstery books. These allowed customers to see the many shades of colors offered, and by the use of transparencies, they could see how the car would look with a two-tone or three-tone combination of various colors. Samples were provided of the multitude of fabrics and leathers one could select for the interior. Of course, these books were provided only for dealership use, as they were far too costly to give to customers. But after a model year car was no longer in production, it was not possible to order a new car from that year. Customers could choose from among the "leftovers", usually at a nice discount, or else order a car from the new model year. Even as a child, the thought occurred to me – what could be more useless than a large book that tells you how to order a product which can no longer be ordered? So I would make the rounds of dealerships and say, "Now that the '57s are out, what are you going to do with the color and upholstery books for the '56?" Sometimes the dealer would say, "We're throwing 'em out, kid, do you want them?" In that case I would stagger out with an armload of heavy leather-bound books, full of information that was completely useless for all commercial purposes. Many years later, people said to me, "You were smart. You knew those books would be valuable someday." I would answer truthfully, "No, I wasn't. I just liked the books."



Local hobby shops began to carry plastic scale models of new cars, usually at the 1/25 scale. Most had friction motors that would allow the car to travel a good distance if pushed across the floor. At my local hobby shop, scale model cars cost \$1.49 without interiors, and \$1.98 with interiors. At that point I had a \$4.00 per week allowance, so I could buy two scale model cars with interiors each week. Instead of pushing them across the floor to see how fast they could go, I kept them carefully put away in their original boxes on the shelves in my bedroom. This was probably a harbinger of what I would do with real cars later in life.



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79-N STEEL PIER BY NIGHT, SHOW PLACE OF THE NATION, ATLANTIC CITY, N. J.

In the 1950s, my family spent summers in Ventnor, N.J., right outside of Atlantic City. While others played on the beach and swam in the surf, I went uptown to visit the GM Exhibit at Steel Pier. This was a special treat, because there were no salesmen to shoo away kids who were obviously too young to buy a car. I got to slide in and out of every delightful new GM product and walk away with a handful of sales brochures. The cars in the exhibit were rotated periodically, and I never got tired of seeing all the varieties of beautifully styled cars with remarkable futuristic features. Even though I was far too young to drive or buy a GM product, that experience helped me to appreciate those cars as life went on.



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**HOW BLACK AMERICANS HELPED SAVE CADILLAC AND SHAPED ITS LEGACY OF
RESILIENCE AND CULTURE**

BY MALCOLM HOGAN

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automotiveaddicts.com



The Great Depression was one of the most challenging periods in American history, shaking nearly every industry to its core. The automotive industry, particularly luxury brands like Cadillac, faced a near-collapse. However, Cadillac's survival through the 1930s and eventually becoming a cultural icon is a testament to the often-overlooked concept of the buying power and loyalty of Black Americans. Ultimately and surprisingly, Cadillac's salvation rested in the hands of African Americans, the cultural bond that emerged, and the brand's legacy, which is something that traditional history books will not tell you. In fact, much of what is divulged in the recent findings related to Cadillac and Black America is part of the trends of information suppression that's plagued the Black culture in America for as long as there has been a 'modern America' – birthed in the exploitation of slaves and the pilfering of American land.



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The Automotive Industry During The Great Depression

The onset of The Great Depression in 1929 created a ripple effect that decimated industries, many of which were dependent on consumer spending. Automobiles, considered a luxury for most, naturally saw a massive sales decline thus adding to the falling dominoes of such a time in American history.



1930 Cadillac V16 Model 452

Luxury brands like Cadillac took the brunt of the economic downturn. Between 1928 and 1933, Cadillac's annual sales dropped by 84%, falling from 41,172 units to just 6,736. With unemployment skyrocketing and banks failing, few Americans had the financial means to purchase vehicles, especially premium ones. Banks no longer issued auto loans, forcing buyers to rely solely on cash transactions, which most could not afford.

General Motors, Cadillac's parent company, considered discontinuing the brand altogether to minimize losses. In a pivotal board meeting, the future of Cadillac was hanging in the balance.



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Nicholas Dreystadt, the head of Cadillac's service division, attended that board meeting with a revolutionary idea. He had observed an intriguing trend of affluent African Americans purchasing Cadillacs indirectly by paying intermediaries (white buyers) to acquire the vehicles on their behalf. Cadillac, at the time, had an unwritten policy of discouraging direct sales to Black customers, rooted in the pervasive racial discrimination of the era. Dreystadt argued that Cadillac was missing out on a lucrative market by adhering to this discriminatory practice. He proposed that the company remove barriers and market directly to African Americans. His bold pitch convinced GM to give his strategy a chance.



1930 Cadillac V-16 Roadster Convertible on display during The Classic Auto Show at the Los Angeles Convention Center

How Black Americans Rescued Cadillac

In 1934, Cadillac became the first car manufacturer to actively market to Black Americans, integrating its sales operations. The results were immediate and astounding. Within a year, Cadillac's sales increased by 70%, bringing the brand back from the brink of extinction. By 1940, Cadillac's annual sales had grown tenfold compared to 1934. This unprecedented recovery helped pave the foundation for the brand's resurrection and solidified its position as a leader in luxury automotive manufacturing.

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During The Great Depression, African Americans were distinctively positioned to support Cadillac. Because discriminatory practices prevented Black Americans from accessing banks, many relied on cash savings stored outside financial institutions. When the banking system collapsed during the Depression, much of the white population lost its savings, while many Black families retained theirs. This cash liquidity allowed affluent African Americans to make significant purchases during a time when few others could.

The Cultural Connection Between Black America and Cadillac

Cadillac's decision to market directly to Black Americans wasn't just a financial milestone; it forged a deep cultural connection that has endured for decades. By embracing African American buyers, Cadillac became synonymous with success, style, and status in the Black community.

The brand's sleek designs and luxurious features resonated with prominent figures in Black society, including judges, lawyers, and entertainers. Owning a Cadillac became a powerful symbol of economic achievement and upward mobility within the community. Over time, this association extended to broader Black culture, finding a prominent place in art, music, and entertainment.

Cadillac and Its Influence in Entertainment

Cadillac's appeal didn't stop at the dealership. Its cars became staples in music, film, and pop culture, especially within the African American community. From blues and jazz artists of the early 20th century to hip-hop icons of today, Cadillac often appears as a symbol of success and aspiration. Something that prides many African Americans today, among other cultures of American society.



1973 Cadillac Eldorado convertible owned by Chuck Berry, on permanent display at the Smithsonian's National Museum of African American History and Culture in Washington, DC



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Songs like “Cadillac Car” in the musical ***Dreamgirls*** or classic tracks by artists like Wilson Pickett (“Mustang Sally”) in past entertainment. In modern times, rappers like Outkast and Rick Ross celebrate the brand’s legacy in many of their songs, among many other artists who may have celebrated the automotive brand’s cachet in music and even in music videos. This representation in entertainment has further etched Cadillac as a cultural benchmark in America.



**Outkast – Big Boi and Andre 3000 sitting on a Cadillac
Image by Timothy White, Atlanta, GA, 1993**

Hollywood also embraced Cadillac as a visual representation of wealth and sophistication, often pairing the brand with prominent Black characters in film and television. The vehicle’s strong presence in these mediums reinforced its status as the car of choice for those who had “made it.” Such a statement has filtered into many other notable luxury brands, and as you witness in today’s cultural aptitude, Black Americans share their wealth in such brands as well.



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Cadillac's Commitment to Inclusion

Cadillac's early embrace of African American buyers wasn't just limited to sales. By the mid-20th century, Cadillac began hiring Black designers and stylists, further integrating their influence into the brand's identity. Such a move, which was groundbreaking for its time, helped shape Cadillac's designs to reflect the tastes and aspirations of its diverse clientele and has since applied to many other brands in recognition of talented designs and inspirations.

The brand's continued recognition of its Black customer base is evident in its modern marketing strategies, in addition to many other modern luxury brands. Such brands commonly highlight themes of empowerment, sophistication, and success, which are also trademarks of the Black culture in today's society to showcase the 'made it' status.

Legacy and Lessons

The story of how Black Americans saved Cadillac is more than a tale of just economic survival, it's a testament to the power of inclusion and the recognition of marginalization, and a daring attempt to 'overcome.' By breaking racial barriers during a time of widespread discrimination, Cadillac not only revived its business but also set a precedent for the automotive industry and other cultural roadblocks in America.

Today, the continuing connection between Cadillac and Black America stands as a symbol of resilience, cultural pride, and mutual respect – much of which has been fought for and earned on the backs of African Americans. From its historical significance to its ongoing influence in pop culture, Cadillac remains an icon—thanks in no small part to the African American community that believed in the brand when few others could.



Malcolm Hogan is the founder and editor of [Automotive Addicts](https://www.automotiveaddicts.com), a trusted voice in the automotive media world for over two decades. With 20+ years of hands-on experience covering the industry, Malcolm has built a reputation for delivering honest reviews, sharp insights, and in-depth coverage of everything from new car debuts to high-performance test drives. Passionate about the evolving car culture and staying ahead of the curve, Malcolm continues to lead [Automotive Addicts](https://www.automotiveaddicts.com) as a go-to destination for enthusiasts and industry insiders alike.



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**BOLIVIAN CADILLAC
BY MARIA MARTINEZ**

SPECIAL CADDIE CHRONICLE ADVERTISING FEATURE

In the 1950s, the Bolivian government purchased a 1953 Cadillac Series 62 Convertible for use by its president at the time, Ángel Víctor Paz Estenssoro. The car transported world dignitaries like the Duke of Edinburgh, Prince Phillip of Britain, on his visit to South America on a mission for the British Government on March 19, 1962 (pictured below). View vintage footage of the historic visit on YouTube ([video #1 - starts at 2:47 mark](#) and [video #2 - starts at 0:51 mark](#))!





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As years went by, the vehicle was kept in storage by the Bolivian government until the late 1970s when it was offered for sale. At that point, my late husband, Rafael Martinez, learned about its availability. However, as a United States citizen, he was precluded from purchasing it. Fortunately, he had a friend who agreed to buy the vehicle and sell it to him in October 1978. Then, transportation was arranged via aircraft to the United States.

After my husband had the car brought to Maryland, he used it on the weekends to drive the family around DC, and for fun activities like taking the kids to a school dance or drive a bride and groom on their wedding day for family friends. He did a few things to maintain the car, but it never really needed a complete restoration or renovation except for a few repairs here and there. Eventually, he started travelling for work and he didn't have the time to work on it, so he kept it in the garage for years. That's where it deteriorated due to lack of use. My husband put in a new gas tank about 10 years ago and it ran, but the tires need to be replaced. Also, a new carburetor was installed, but since he was not very familiar with working on old cars, the fuel lines were not attached.

Now the time has come to sell the car with only 11,060 original miles that is largely as purchased in 1978 except for the work mentioned above plus the addition of an Oldsmobile AM radio from the same era, newer leather upholstery on the front seat lower cushion and a newer vinyl convertible top. Although it's been started within the last two years, the vehicle has been in storage and has not been driven for 20+ years. The asking price is \$20,000.

To confirm its provenance, a request was submitted to the Bolivian government to obtain official written documentation of the vehicle's original title, ownership, and usage history. Regrettably, the information was not received, but the correspondence with officials requesting this information is available. The vehicle was assembled with a speedometer and an odometer that display in kilometers and not miles, confirming it was manufactured for export outside of the United States.





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In 2021, Jack Anderson, Certified Vehicle Appraiser, examined the vehicle and concluded the following: "It is largely factory original, mostly complete, and very solid, with no signs of rust perforation. As such, the vehicle would be an excellent candidate for a full restoration made more attractive to collectors by its assumed provenance." The full appraisal is available on request.

For anyone interested in more information, please send an email to Estela Martinez at tellastellahon@yahoo.com.



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CADDIE CLASSIFIEDS

Cars For Sale



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



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 Seviles 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



NEW ARRIVAL 1957 Cadillac Series 62 Convertible – Dry storage for over 50 years – Complete but needs restoration – Rare factory A/C and parade boot – Many valuable mechanical and trim parts included such as doors, fenders, deck lid and Dakota Red steering wheel – **\$8,500** – For more info, contact Bill Billado at 802-985-2405 or [send email](#) – Located in Shelburne, VT



Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2026



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



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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2026 OFFICERS

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