



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle September 2024



## DIRECTOR'S MESSAGE BY DAN RUBY

### 2024 OFFICERS:

REGIONAL DIRECTOR  
AUTOMOBILIA AUCTIONEER  
SUMMER PICNIC HOST  
DAN RUBY

ASSISTANT REGIONAL DIRECTOR  
CENTRAL VIRGINIA REGION  
LIAISON  
NEWSLETTER COLUMNIST  
CHUCK PIEL

TREASURER  
BILL HILLIARD

ACTIVITIES DIRECTOR  
CHRISTOPHER WINTER

MEMBERSHIP DIRECTOR  
FRANKLIN GAGE

NEWSLETTER EDITOR  
SECRETARY  
WEBSITE MANAGER  
VINCE TALIANO

NATIONAL DIRECTOR  
NEWSLETTER COLUMNIST  
JACK MCCLOW

### OTHER KEY POSITIONS:

ASSOCIATE NEWSLETTER EDITOR  
SANDY KEMPER

NEWSLETTER COLUMNIST  
RITA BIAL-BOXLEY

NEWSLETTER COLUMNIST  
CHRIS CUMMINGS

NEWSLETTER COLUMNIST  
SUSAN DENCHFIELD

VALLEY FORGE REGION LIAISON  
NEWSLETTER COLUMNIST  
LYNN GARDNER

NEWSLETTER COLUMNIST  
LARRY GOOD

NEWSLETTER COLUMNIST  
TOM MCQUEEN

CENTRAL PENNSYLVANIA REGION  
LIAISON  
NEWSLETTER COLUMNIST  
RICHARD SILLS

Fellow members,

As we close out the summer and enter fall, there are still plenty of activities for members to attend. The CLC Fall Festival is coming up at the Gilmore Museum in Hickory Corners, MI, in addition to quite a few Maryland, Pennsylvania and Virginia events, so don't put your Cadillacs and LaSalle's away just yet! Check out the latest events planned on page 3.

Thank you to everyone who attended our annual picnic last month at my home. We had a great turnout again, despite the extreme heat. A total of about 50 people came out with their cars and enjoyed the fellowship.



We were saddened to hear of the passing of long-time CLC Office Manager Mike Book. He and his wife Nancy (pictured left at the 2007 Grand National in Savannah, GA) were great ambassadors of the club for over 20 years, retiring in 2023. Mike was not only a member, but a friend to many of us. Please keep Nancy and their family in your thoughts and prayers.

Please keep Jeff & Nola Gurski in your thoughts and prayers. He was moved to a facility closer to their home. Steve

Clark and Rick Menz continue dealing with their respective health challenges, so I ask you keep them in mind as well.

Hope to see many of you in the coming months!

*Dan Ruby*



# **Cadillac & LaSalle Club**

## **Potomac Region**

### **Caddie Chronicle**

### **September 2024**



#### **AUGUST 19, 2024 MEETING MINUTES**

#### **BY VINCE TALIANO**

**PLACE:** Silver Diner, Merrifield, VA

**TIME:** 7:30 pm

**PRESIDING:** Region Director, Dan Ruby

**ATTENDEES:** Fifteen including five officers: Franklin Gage (Membership Director), Bill Hilliard (Treasurer), Chuck Piel (Assistant Region Director), Dan Ruby (Region Director), Vince Taliano (Secretary, Newsletter Editor and Website Manager), Randy & Susan Denchfield, Jack & Cher Gallagher, Larry & Maia Good, Dan Mullane, Scott Patton, Harry Scott and Morgan Yeh

**DIRECTOR'S REMARKS:** Dan Ruby thanked everyone for attending. Sadly, he announced that long-time CLC Office Manager Mike Book, Columbus, OH, recently passed away. Mike and his wife Nancy managed the CLC back office administrative work for over 20 years before retiring in March 2023. The Region sends its condolences to Nancy and the Book family. He asked the members to keep Steve Clark, Jeff Gurski and Rick Menz in their thoughts and prayers, as they battle their respective health challenges.

**SECRETARY'S REMARKS:** The minutes from the previous meeting were not reviewed since they were published and distributed to all members in the August 2024 newsletter.

**TREASURER'S REPORT:** Bill Hilliard reported on the financials since the last meeting. The region had total revenue of \$360.47 and total expenses of \$1,406.44 for the period, resulting in a net loss of \$1,045.97. The monthly expense included payment for the Summer Picnic food and beverages, including the member subsidy.

**MEMBERSHIP REPORT:** Franklin Gage reported we still have 168 dues-paying family memberships for 2024. We will continue to recruit new members at local car shows and cars and coffee events.

**ACTIVITIES REPORT:** The following activities were discussed:

• **Past Events:**

- **Potomac Region Summer Picnic, Sat, Aug 3, Dan & JoJo Ruby's, Owings, MD.** Over 50 members and guests attended this year's Summer Picnic at the Ruby home. The event was catered by Bayside Bull and received rave reviews. Thanks to Dan & JoJo for hosting another great event. A story with pictures will appear in the September newsletter issue.
- **50th Annual Metro Chapter Buick Club/Capitol City Rockets Oldsmobile Club All-GM Show, Sat, Aug 10, Eagle Ridge Middle School, Ashburn, VA.** A large group of Virginia members, along with a handful from Maryland, attended this popular annual show. Congratulations to Bob Norrid, North Potomac, MD, for winning Best Cadillac with his 1962 Series 62 Convertible. A story with pictures will appear in the September newsletter issue.



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle September 2024



• **Upcoming Events:**

Date	Time	Event	Location	Contact
Sep 2 Mon	8:00 am – 2:00 pm	25th Annual Labor Day Car Show	Old Town Fairfax, VA Adjacent to Fire Station	<a href="#">Visit website</a>
Sep 14 Sat	11:00 am – 3:00 pm	Memory Lane Classic Car Show <a href="#">See flyer</a>	Ditchley Cider Works Kilmarnock, VA	Jack Ashburn at 804-493-8038 or <a href="#">send email</a>
Sep 21 Sat	8:00 am – 3:00 pm	48th Edgar Rohr Memorial Car Meet hosted by the AACA Bull Run Region <a href="#">Visit website</a>	Manasseh Masonic Lodge 182 Manassas, VA	Gene Gilkey at 703-830-5313 or Randy Higgins at 703-853-2235
Sep 22 Sun	11:00 am – 3:30 pm	16th Annual Wine & Oyster Festival featuring a car show <a href="#">See flyer</a>	Stratford Hall Stratford, VA	Jack Ashburn at 804-493-8038 or <a href="#">send email</a>
Sep 27-28 Fri-Sat		Cadillac Fall Festival: Featuring 1963-64 models and Pink Cadillacs <a href="#">Visit website</a>	Gilmore Museum Hickory Corners, MI	<a href="#">Send email</a>
Oct 2-6 Wed-Sun	Gates open daily at 7:00 am	Fall Carlisle <a href="#">Visit website</a>	Fairgrounds Carlisle, PA	717-243-7855
Oct 8-11 Tue-Fri	Gates open daily at 7:00 am	AACA National Eastern Fall Meet <a href="#">Visit website</a>	Giant Center and Show Grounds Hershey, PA	Kurt Froebel at <a href="#">send email</a>
Oct 19 Sat	8:30 am – 3:30 pm	City of Rockville Antique and Classic Car Show <a href="#">Visit website</a>	Rockville Civic Center Rockville, MD	240-314-5022

**Attention:** The CLC Fall Hershey Hospitality Tent Committee needs volunteers to serve as co-hosts during the flea market from Tuesday-Thursday, October 8-10. Hosts welcome members and guests who visit the tent, encourage non-members to join CLC, answer any questions guests may have about Cadillacs, LaSalle's, the Club and upcoming events (e.g., 2025 Grand National in Murfreesboro, TN), and ensure refreshments are stocked and available. The volunteers also have a good time catching up with old friends and making new ones!

There will be three 2.5-hour shifts from 9:00 am - 4:30 pm on Tuesday, Wednesday and Thursday. Each shift needs two co-hosts (preferably three). If first and last shift volunteers are available to help with setup in the morning (8:30 am) and cleanup at 4:30 pm, the extra helping hands would be appreciated. Please select days and times when you can serve as a co-host and reply to **Michael C. Stinson** at [michael.c.stinson46@gmail.com](mailto:michael.c.stinson46@gmail.com) or 267-251-8588 by Friday, September 20 with day and time selections. He will try to ensure everyone who signs up gets their preferred shifts. Remember the old saying, "Many hands make light work." Thank you in advance!

**NEW BUSINESS:** Larry Good shared his recent experience with his 1947 Cadillac, wife Maia and son Paul on the movie set of *Boombtown*. A story with pictures will appear in the September newsletter issue.

**NEXT MEETING:** The next meeting will be held on Sunday, September 15 at 11:00 am at the 198 Restaurant in Burtonsville, MD. Members are encouraged to attend the adjacent Cars & Coffee in the Burtonsville Town Square before the meeting. It starts at 7:30 am.

**ADJOURNMENT:** Meeting adjourned at 8:23 pm.



# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle September 2024**



## **ANNUAL SUMMER PICNIC BY VINCE TALIANO PHOTOS BY DAN RUBY AND VINCE TALIANO**

On Saturday, August 3, the Annual Summer Picnic was held at Dan & JoJo Ruby's in Owings, MD. A picture-perfect day, albeit with extreme heat, greeted about 50 attendees who arrived in classic or modern Cadillacs plus other makes and models of all vintages. In addition to the local members in attendance, Marty & Florrie Watkins came down from Pennsylvania via Amtrak. They were picked up and dropped off at the New Carrollton, MD train station by Chuck & Debbie Piel. Thanks to the hosts, Dan & JoJo Ruby, for another great event, and to everyone who attended.



**Indoor / Outdoor seating was available**



**Catching up with fellow members**



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle September 2024



All set up and ready to go!



Plenty of discussions to go around



L to R: Chuck Piel, Dan Ruby and Mike Kerwin's August birthdays were celebrated



# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle September 2024**



## **50TH ANNUAL ALL-GM SHOW BY MORGAN YEH**

As the remnants of Hurricane Debby swung through the Northern Virginia area on Thursday and Friday, August 8-9, we eyed in anticipation what Saturday, August 10 would have in store for us. It turned out that by Friday evening the skies were clearing out and the weather was going to be beautiful on Saturday. The uncertainty of the weather was what originally held me back from registering early for the 50th Annual Metro Chapter Buick Club/Capitol City Rockets Oldsmobile Club All-GM Show in Ashburn, VA, at Eagle Ridge Middle School. But it all turned out well, and I quickly put in my information via online registration the day before the show!

Getting there super early, I checked in and then situated my children Maxine, Zack and Samuel at the entrance (pictured right) so we could play "Guess the Year, Make and Model!" as the vehicles rolled in. We chomped on breakfast bars while blurting out our answers. Surprisingly, Zack, my seven-year-old son, won with some technicalities that they made up during the game (I let him win – don't tell him!). Soon, Potomac Region folks we knew started to trickle in, and we tagged up with them to hang out. Meeting up with our friends is half the fun at these cars shows and chatting up random folks and making new friends is the other half! And yes, of course, the cars are a ton of fun to watch and admire. The time just flies when catching up and hearing about what everyone has been up to lately.



**Congratulations to Bob Norrid for winning Best Cadillac with his 1962 Series 62 Convertible**



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At the end, we took a group photo with our local members. Just like that, the 9:00 am to 2:00 pm show was over. I didn't sit down the entire time, as I was content with shooting the breeze, walking around and handling the children, who were well-behaved. My wife, Chia-Hua, made it in time towards the end to catch a bit of lunch before the show ended. We indeed let the good times roll. My children asked, after getting home, "Why is the day going by so fast?" I responded, "That tends to happen when you are having fun! Just enjoy it and be blessed!"



It is interesting to see how a machine, a car, a Cadillac, can just form so many human connections in such a short time. I never imagined that simply owning the keys to our Cadillac would be like stepping into a never-ending amusement park ride. All the memories we make with our car we will never forget, and they keep growing and accumulating!



# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle September 2024**



**MOTOR TREND'S FIRST CAR OF THE YEAR  
STORY BY MATT STONE  
PHOTOS BY EVAN KLEIN AND TOM MUSSON  
ORIGINALLY PUBLISHED IN MOTOR TREND, JANUARY 2010  
SPECIAL CADDIE CHRONICLE ADVERTISING FEATURE**



Choosing an outstanding "car of the year" for certain years past may be difficult, but for 1949 the selection is narrowed down to three most worthy of consideration: Ford, Oldsmobile and Cadillac. While Ford has an entirely new chassis and body, plus many mechanical changes, it offers nothing new or outstanding from an engineering viewpoint, since it now falls in line with conventional design practice established before the war. The Cadillac was chosen in preference to the Olds because, while both have outstanding new V-8 engines that are similar, they are not by any means the same. The Cadillac, with 10 percent more piston displacement than the Olds, develops 18.5 percent more horsepower and weighs a few pounds less.

So wrote John Bond in the November 1949 issue of a new automotive magazine named *Motor Trend*. Launched two months prior by *Hot Rod* publisher Robert E. Peterson, "The Magazine for a Motoring World" declared the 1949 Cadillac its first Car of the Year. It was an inspired choice at the time and remains so 61 years later. A dozen American presidents, several wars, and the eight-track tape player have come and gone since then. But *Motor Trend's* Car of the Year award was the industry's original and is still an elemental part of everything we do.







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General Motors had the first all-new postwar Cadillac's chassis and body design ready a year ahead of a new powertrain. The 1946-47 Caddys were quickly updated versions of pre-WWII models. The 1948's styling was as fresh as fresh could be, with substance and mass befitting a premium luxury marque, yet elegant proportions and tastefully restrained use of trim. The hints-of-fins-to-come that first appeared in 1941 were more pronounced, yet massive chrome bumpers and pool table-size trunk lids were still a few years off. The only problem lay beneath the hood. The '48's ancient L-head V-8 was a carryover of the past. That would change for 1949, in as big a way as possible.

Work on a "from scratch" overhead-valve V-8, led by then-Cadillac chief engineer Ernest Seaholm, began prior to Pearl Harbor, but the engine's development was halted for obvious reasons. The job recommenced after the war, now under the stewardship of Harry Barr, John Gordon and Edward Cole (who also fathered the Small Block Chevy V-8 that came along in 1955 and later became GM president). The new Caddy V-8 was finished in time for the '49 models. Only modest changes were required to the rest of the package, as it was new the year before.



The old 346-cubic-inch flathead V-8 was heavy, and none too efficient. The new 331-cubic-inch overhead-valve version put out 10 more horsepower (160 versus 150), was about 200 pounds lighter, revved higher and got better fuel mileage. It packaged smaller too, which allowed lower hood lines, and the block was engineered for the displacement increases that were sure to come throughout the 1950s. This revolutionary power plant represented the introduction of a V-8 engine philosophy still in use at General Motors. A three-speed manual trans was standard, with an automatic optionally available for \$174.

Cadillac offered a dizzying array of riffs on its basic platform. The most common were the Series 61 and 62 models, built on a 126-inch wheelbase. The 60S Fleetwood Special rode atop a 133-inch wheelbase. The big Series 75 Fleetwoods measured 136 inches between the wheels. Cadillac would even sell you a 'commercial chassis' with a 163-inch wheelbase, upon which you could construct a custom-bodied limousine, ambulance, or hearse. There were a number of body styles available too. For example, in the Series 62 trim level, you could choose from among a four-door sedan, two-door Club Coupe, the two-door Coupe DeVille or a two-door convertible, among others. Not an Escalade in sight.



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The engine and the handsome cars it powered were hits. The '49 Cadillacs were strong sellers, based on great design and superb performance. American sportsman (and later car builder) Briggs Cunningham ran a pair of them in the 24 Hours of Le Mans that year. English racer and carmaker Sydney Allard bought Cadillac engines to power his Allard J-2 sports/race cars. No other American car was faster, save for perhaps the Oldsmobile Rocket 88, which had similar power but slightly less weight. To put an automotive twist on a modern phrase, Cadillac was The Man.



Yorba Linda, California's Tom Musson (pictured left) is just the second owner of this Triumph Blue '49 Series 62 Club Coupe. He was restoring another one, but it was a basket case declared not cost effective to finish. The search began for a better starting place. The late Ed Cholakian, a sales and parts player in the classic Caddy world, referred him to Mary Lou Haygood of Plainview, Texas, who had recently purchased parts for her '49. It was just the model Musson was looking for, and Cholakian sensed it might be for sale. Musson contacted her, and when asked how many previous owners the coupe had, she replied, "I don't know what you mean. I got this car new for my high school graduation," which was in June 1949. Musson purchased the car last fall and had it trucked to California.

Musson, who owns two other classic Cadillacs and is the former president of the Southern California Region of the Cadillac & LaSalle Club, has invested a considerable amount of work in the Club Coupe. He also sympathetically upgraded it in the name of drivability. The old transmission gave way to a four-speed Hydramatic for easier freeway cruising. The intake manifold and larger carb come from a '53. Those huge chrome hubcaps hide disc brakes up front, and Musson has installed 12-volt electrics, early '50s exhaust extensions and a modern sound system. Purists will drone, but none of these mod cons takes away from the car's period charm. Power steering, brakes, windows, locks and seats: none of the above. How the definition of luxury has advanced over the years.



<b>1949 CADILLAC SERIES 62 CLUB COUPE</b>	
Base Price:	\$2,966
Present Value:	\$40,000-\$50,000 (est.)
Vehicle Layout:	Front engine, RWD, five-passenger, two-door coupe
Engine:	5.4L/160hp*, 312-lb-ft* OHV 16-valve V-8
Transmission:	Three-speed automatic
Curb Weight:	3,900 lb. (MT est.)
Wheelbase:	126.0 in.
Length x Width x Height:	214.0 x 79.0 x 63.7 in.
0-60 MPH (*SAE):	12.5 sec (MT est.)



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Thumb the starter button (see, nothing's really new) on Musson's Cad, and the groundbreaking OHV V-8 burbles awake. It idles with the deep, powerful serenity of an expensive motor yacht. The transmission quadrant is off-putting at first: Neutral, Drive, Low and Reverse - there is no Park. The trans upshifts at relatively low rpm, and there is no kick down unless you drop below 10 mph. Road testers of the day averaged 0-60 times in the 12-13 second range, depending on tranny choice, and this feels accurate. Yet this Caddy coupe feels more responsive than those numbers indicate, as the engine boils out the heaping helpings of torque for which American V-8s became world famous.



This is the kind of elegant land yacht you drive with one hand draped over the wheel and the other one resting on the window frame, until you have to turn. Then, it takes both manly biceps. Handling is a relative term, but there's much less pitch and weave than expected, as Musson recently refreshed the suspension, shocks, springs, steering and springs. Modern radial tires help too. The ride quality is impressively supple; all the better with which to experience the new limited-access highways being constructed about the same time the young Ms. Haygood was attending her senior prom in November 1949.

America's future looked bright. Society was beginning to heal from the terrors of a world at war. A jet-age decade was warming up in the bullpen. Enthusiasts had a new car magazine to read, and Cadillac was truly The Standard of the World!

## **Now For Sale by Its Second Owner**

Tom Musson has decided to sell this well-maintained '49 Series 62 Club Coupe because, as he says, "I'm getting too old to drive my '40s Cads anymore, and that includes my '41 Fleetwood 60 Special which I have owned forever."

Today, the car has only 76,000 original miles and is ready for a new home. Appraised and insured for **\$65,000**. The selling price is **\$55,000**.

For more information, contact Tom Musson at [ctmusson@outlook.com](mailto:ctmusson@outlook.com). The car is located in Yorba Linda, California.



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle September 2024



## ONE OF A KIND BY ALASTAIR BROOKE COLQUHOUN SPECIAL CADDIE CHRONICLE ADVERTISING FEATURE

The story goes that Harry E. Buttery wanted to buy a Cadillac convertible. He went to Warren Cadillac in Minneapolis, Minnesota and he gave them a \$200.00 deposit for a 1946 Series 62 convertible. He received a receipt (#13851) written in pencil for the deposit (pictured right). The cost was \$2,766.00 plus the deposit of \$200.00 for a total of \$2,966.00. However, by the time Cadillac eventually told Harry they had run out of materials to build any more 1946 Cadillacs they offered him a 1948 version.

FORM 624 818

WARREN-CADILLAC, Inc. N<sup>o</sup> 13851  
Main 834 - Midway 6069  
MINNEAPOLIS, MINN. 9-9 1946

RECEIVED OF *H E Buttery*

*Two hundred + no/100* DOLLARS \$ *200.00*

*one dep - value 566*

DETAIL	ACCOUNT	NOTE	HOW PAID
AMOUNT DUE			CASH <input checked="" type="checkbox"/>
AMOUNT PAID			CHECK <input type="checkbox"/>
BALANCE DUE			DRAFT <input type="checkbox"/>
			MONEY ORDER <input type="checkbox"/>

WARREN-CADILLAC, Inc.  
BY *[Signature]* THANK YOU

### Tyrone Power's Series 62 heartthrob

Tyrone Power was one of Hollywood's great male sex symbols from the 1930s through the 1950s, starring in over 50 films.

Power's first big break came in 1936, when Darryl F. Zanuck cast him as the leading man in "Lloyd's of London." The picture was a huge success and Tyrone Power was catapulted to stardom. In 1940, Hollywood's heartthrob gained action-hero status with his signature role in "The Mark of Zorro." In 1959, Power was filming an intense dueling scene for the movie "Solomon and Sheba," when he suffered a fatal heart attack. He was only 44 years old.

Power's spiffy Cadillac is a 1948 model 6267X, body number 1253. There were 5,450 of these cars built that year. This car was shipped to Don Lee at Hillcrest Motors in Hollywood on April 30, 1948. Power paid \$2,994.92 for the car.

Features include Hydra-Matic transmission, Hydro-Lectric window lifts, radio, underseat heaters, auxiliary fog



lights and dual backup lights. The original color of the car was Cypress Green with tan leather interior. A recent ground-up restoration repainted the car using British racing green with black undertones. The interior has been reupholstered in Gucci tan leather.

Tyrone Power's car is currently in the care of CLC members Dave and Jaime Callens of Fillmore, Calif.

CONTINUED ON PAGE 22



ONE OF THE EASIEST WAYS to distinguish a 1948 model is by looking at the instrument panel. The horseshoe design is unmistakable. Don't you love how it accentuates the curve of the wheel? Another unique aspect of the 1948 Series 62 are the distinctive three chrome moldings below the rear taillights.



1948 CADILLAC 6267X

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The 1948 Cadillac was the first all-new postwar Cadillac design. The bumpers and trim were based somewhat on the Lockheed P38 fighter plane by Harley Earl, the designer. It had the first small fins, which started the fin craze, and had a redesigned instrument panel directly in front of the driver that housed the driving instruments and gauges. Its engine had 150 horsepower with a four-speed automatic transmission that had seen service during WWII in military vehicles.

Back around that time, Tyrone Power was a movie star and heartthrob in Hollywood. He purchased a 1948 Convertible 6267X at the total cost of \$2,994.92. The car was featured in the March 2005 issue of *The Self- Starter* (pictured left).

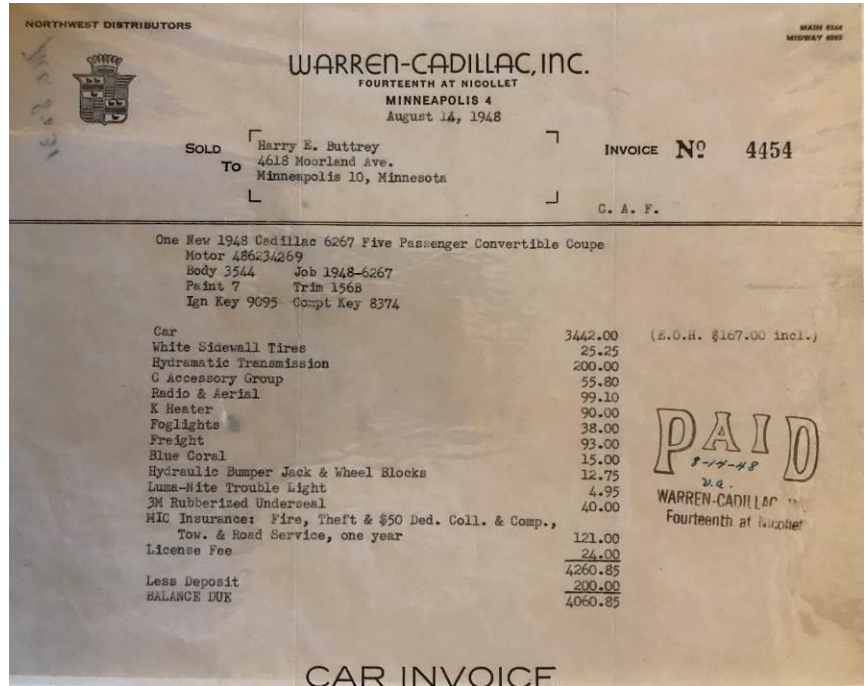


# Cadillac & LaSalle Club Potomac Region Caddie Chronicle September 2024



When Harry E. Buttery ordered his 1948 convertible, he selected several of the options available, including a Hydraulic Bumper Jack and Wheel Blocks (extra \$12.75) and 3M Rubberized Underseal (extra \$40.00). The total cost for the automobile was \$4,260.00.

In February 1959, Harry moved from Minnesota to Arizona and the Cadillac was parked in an underground garage, beneath the Phoenix Towers where he lived. He kept almost everything that came with the car when he purchased it, including booklets. Harry preserved everything in a folder in the trunk of the car. When I bought the car in 1989, it was included in the sale.



Soon after purchasing it, the car was cleaned and clear silicone coated. It has never been driven in the rain since. Its color is Horizon Blue (Cadillac Paint #7) and the paint is likely original. New spark plugs, spark plug wires, distributor cap and ignition coil were installed, with the original 1948 items stored in the trunk. The rear wheel fender skirts (or spats for the Aussies and Brits) have a small catch that has to be released to get them off. Because of the 3M undercoating, the catch can be undone with fingers only. Fender skirts would rust out on older autos if driven in rain, but these are perfect.



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The original 1948 fan blade assembly is also in the trunk, as it was replaced with a modern one that moves more air to keep the engine cooler. It can easily be replaced back to the original blades. The tires have re-chromed sombrero hubcaps.

At this time, the vehicle has approximately 49,000 miles, barely broken in for a Cadillac engine. It had 47,421 miles when I purchased it. The engine is in original condition, without any repairs that I am aware of other than what was mentioned previously.

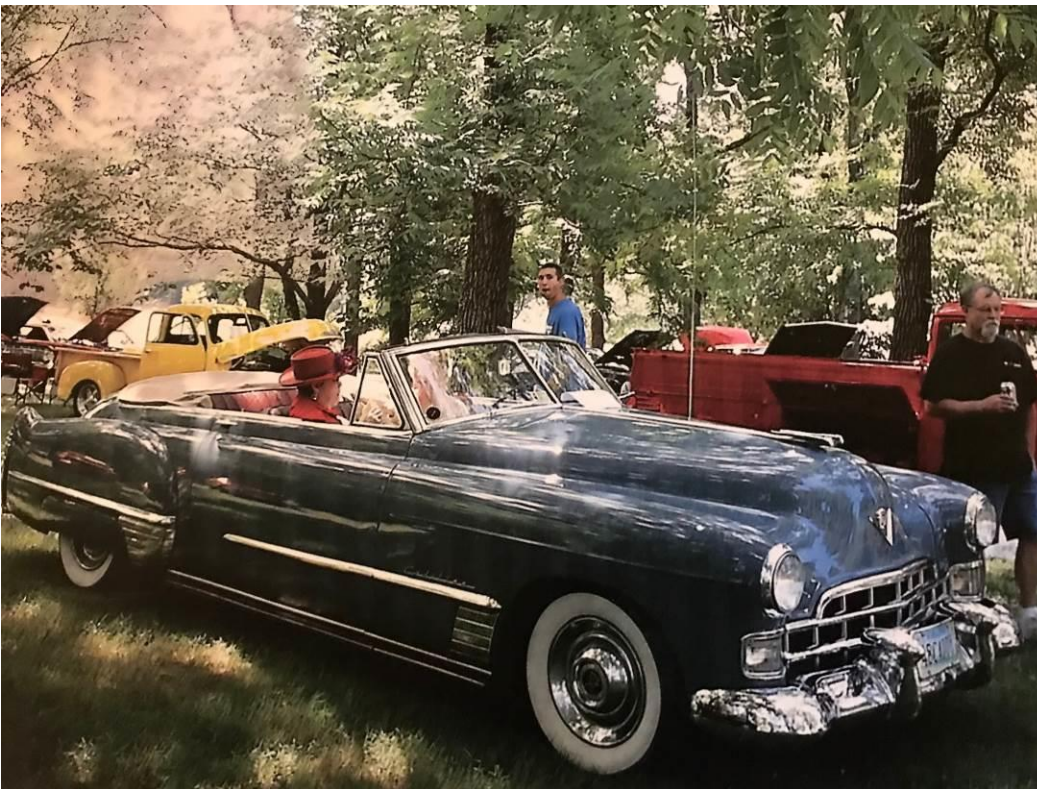


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In the trunk is a card giving instructions for using the car jack that is still pinned in place from 1948. On the radiator is a purpose made slot which held an ID card that was for "when touring." It was a guarantee for NO-Charge service at Cadillac dealerships. It has been preserved. The original brown shop packet envelope that accompanied the car through its build process with various items added as it went through the build process is also available.

## **Now For Sale by Its Second Owner**



Alastair Brooke Colquhoun has decided to sell the car. Here is your opportunity to own a piece of history: a one-of-a-kind and rare Horizon Blue 1948 Cadillac convertible with only 49,000 miles and nearly every option available at that time. This car is a true gem for collectors and enthusiasts alike. See more pictures and documentation at [tinyurl.com/48caddy](https://tinyurl.com/48caddy).

For more info and asking price, contact Alastair at [alastaircolquhoun@gmail.com](mailto:alastaircolquhoun@gmail.com). The car is located in the Richmond, VA area.



# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle September 2024**

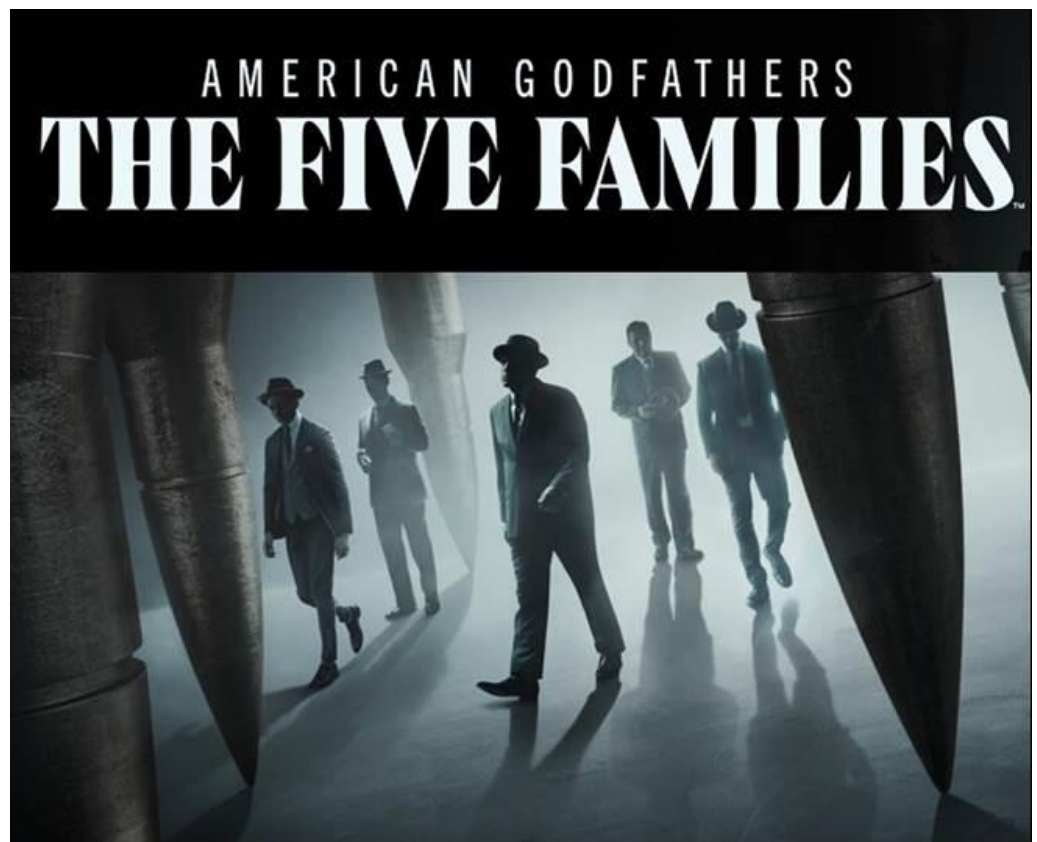


## **INFAMOUS POTOMAC REGION PHOTO ON THE HISTORY CHANNEL STORY BY VINCE TALIANO PHOTO BY MORGAN YEH**

Once again, the picture taken at Nick & Sharon Wilson's Potomac Region picnic in 1994 has been incorrectly used to illustrate the cars parked at Joseph "Joe the Barber" Barbara's house in Apalachin, NY on November 14, 1957 for the infamous Mafia gathering that was foiled by the New York State Police.

On this latest occasion it was used on *The History Channel's* new three-part documentary called *American Godfathers: The Five Families*. The picture appeared in the first episode, *Death of the Old Rules*, around the 41:20 mark and lasted for four seconds. Had we known the photo was being used, we could have asked that we be credited to help publicize the CLC!

Watch the program on [The History Channel's website](http://www.history.com).







# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle September 2024**



## **BOOMTOWN: DRIVING A 1947 CADILLAC IN 1945 STORY BY LARRY GOOD PHOTOS BY MAIA GOOD**

The biggest kick out of having old cars is getting to live the best of the past. Being in a retro-event with your classic car magnifies the thrill a thousand times. My chance to relive a few minutes of 1945, this time as an adult, came suddenly when Vince Taliano messaged me just three days before a movie shoot in Frederick, MD. At the last minute they were still looking for period cars. I volunteered, warning them twice that my 1947 car was similar but not exactly like a 1942 Cadillac, the last model year before the movie setting. It didn't bother them. They were happy to get it.

Minutes after committing my 47-6109 to the movie, I happened to fall in our basement at home and fracture bones in both legs. Nothing serious, except that I couldn't drive. So, my son Paul drove. That was fortunate because he understands cars, drives very well and was available.



**Postcard Announcing New Hotel, One Story Higher than Actually Built,  
with Showers and Electric Lights in a Neighborhood of Paved Streets  
Photo from Heritage Frederick**



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle September 2024



The movie is called *Boomtown*, and the setting for our scene was the historic Francis Scott Key Hotel on December 5, 1945, the 200th anniversary of the city of Frederick, MD. At first, I was concerned that most of the cars had historical inaccuracies. Mine, for example had the “new” sombrero wheel covers and a 1947 grille, discrepancies any child could pick up. Only CLC Potomac Region member Barry Leese had a perfectly authentic car for the 1945 setting. His 1937 LaSalle was right on the money. The film director didn't seem too concerned, though, and chose my 47-6109 for the celebrity ride because it was a four-door sedan in a sea of coupes.

**Setting up the lobby for a Bicentennial celebration**

In the action scene, the Cadillac, followed by the LaSalle, had to pull up to the marquee. The sedan driver's job was to get out, come around and open the door for the prima donna.



**The Celebrities**

The reason for this wasn't clear because there was a group of doormen at the hotel just standing and watching. In one take they even forgot to open the hotel doors. Budget limitations?



# **Cadillac & LaSalle Club**

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A drone was part of the camera crew. Actors drove the cars. Barry got lucky in that the only actor who knew how to work a stick shift was assigned to his LaSalle. My Cadillac has Hydramatic, so no clutch issues. My non-powered steering was also no problem because Cadillac's recirculating ball bearing steering box handled the straight line very well. And finally, my non-powered brakes were no problem because stopping uphill on a slight incline boosted braking.

This last point caused some drama. My son Paul taught the actor how to drive the Cadillac, but the fellow had no time to practice. My other son Kevin, himself in the movie business, warned, "Accidents happen. Sometimes bad accidents happen." Well, on one take the actor/driver twisted the hand brake the wrong way while parking. After he stepped out to get his lady, the Cadillac started drifting back toward the LaSalle. Paul dashed across the street, reached in through the open window and yanked the emergency brake just in time before impact (see picture below). It ruined the take, but no matter. I will name Paul in my will.



**L to R: Barry Leese with a case of the nerves, Paul Good displaying Olympic agility!**

Since authenticity has become my full-time obsession in retirement, I made some interesting observations about this 1945 scene.

- Men with long hair and beards: In the '40s and even into the '50s, clean-shaven military style grooming was the rule. (I was considered ragged then if my hair touched my collar or ears.) However, current hair styles were allowed on the *Boomtown* set. One fellow had hair so long that he tied it back into a bun, and the bun was bigger than his head.
- Tattoos on women: Not the style in 1945.
- Electric piano: Today the hotel is an apartment complex with no piano in the lobby, so the live band brought their own electric instrument, not yet available in 1945. It was mostly hidden from the cameras by the horn line.
- Nobody was smoking: "Smoke 'em if you got 'em" was the rule back then.



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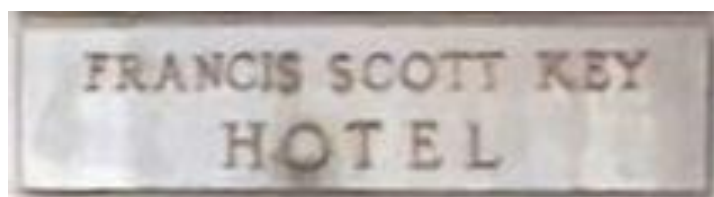
Finally, the biggest solecism in authenticity was totally welcome: Integration. In 1945, America was still terribly segregated, with African Americans generally holding service jobs while the white clientele benefitted. In this movie all ethnic groups were integrated, and history was changed. (If only we really could.)

Now, about "The Fire!" When I first walked into the lobby it was so thick with mist that the far balcony wasn't visible. The film crew explained that it was a cloud of humidity created by dry ice to give an authentic 1945 smoke effect even though nobody was smoking. Smoke alarms weren't supposed to see such mist, but after an hour or so, the alarm went off anyway. It was shrill enough to wake the dead. A long time later my wife Maia asked who would ever turn off the alarm. I thought it should be the fire department. Right on cue we heard the siren and a fire truck appeared. If it had been a real fire the place would have been half gone by the time they got there. Dressed in full gear, ready for disaster, the firemen marched in and turned off the alarm.



It was a relief that this movie was not of the horror genre like last year's *El Vampiro* when my Cadillac was last used in a film. In [that movie](#), our vampire hero did some nasty things before getting into my car, like dismembering a couple of punks live on the street. Such things keep me from watching the clip every day. Our scene in *Boomtown*, however, was a happy theme about the successful revitalization of a city.

The thing I enjoyed most all day was the drum solo on *Sing Sing Sing*. The drummer in the lobby band just kept going forever on the tom-toms exactly like Gene Krupa did for Benny Goodman in 1937. The more you can enjoy the past, the happier you will be in the present.



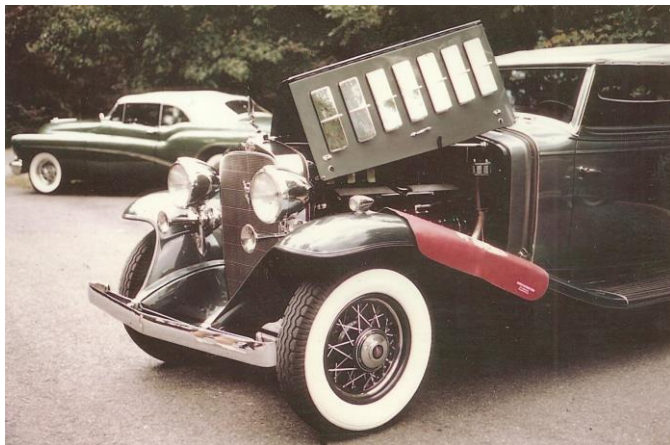


# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle September 2024**



## **VINTAGE PICTURES BY VINCE TALIANO PHOTOS BY ELLWOOD BROWN AND RICHARD SISSON**

Recently, I received quite a few vintage pictures from Charter Members Ellwood Brown and Richard Sisson. All of them have been scanned, with Richard's posted below and Ellwood's in our [April 2024 newsletter](#) (page 11) and on our [Potomac Region website](#). If you have vintage photos you would like to share with our readers, please let me know.



**CLC Past President and Potomac Region Co-Founder Ron Van Gelderen's 1932 Cadillac V-16 Cabriolet w/ Richard Sisson's 1953 Buick Skylark in the background  
Potomac Region Car Show  
Turkey Run Park, VA  
1970**



**Charter Member Johnny Johnson's  
1931 Cadillac Cabriolet  
Potomac Region Car Show  
Vienna, VA  
1988**



**Three Potomac Region members most recently owned a 1937 LaSalle Convertible Coupe.  
L to R: Barry Leese (current owner), preceded by Potomac Region Co-Founder Steven Sisson and his predecessor Ellwood Brown.  
City of Rockville, MD Car Show  
Mid-1990s**



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle September 2024



## CADDIE CLASSIFIEDS

### Cars For Sale



**1954 Cadillac Coupe Deville** – 77k miles – Authentic restoration completed – Numbers matching to frame – Body stripped down to bare metal and painted the original colors of 16 Apollo Gold with black top – Painted base coat / clear coat in 2012 and still looks great – All exterior stainless was buffed and the rear bumper and hood goddess ornament were re-chromed – Engine was rebuilt and detailed in 2017 as well as the Hydramatic transmission – Runs great – NOS fuel pump and rebuilt water pump installed – Radiator was pressure tested and painted – New front end wiring harness was installed in 2020 – Starter and generator rebuilt – Recently installed new period correct battery – Interior was redone in vinyl and original cloth material purchased at SMS interiors – Reupholstered in trim code 67, light green Crest cloth with dark green vinyl not leather – [See pictures and more details](#) – **Reduced to \$41,000 obo** – For more info, contact Gary DellaVecchio at 203-870-5248 or [send email](#) – Car is located in Oxford, CT



**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 – Heated front seats – Recently replaced serpentine belt, belt tensioner assembly, alternator and seat back link – [See pictures](#) – **Reduced to \$12,000** – For more info, contact Mary Cicciu at 508-250-3781 or [send email](#) – Car is located in Cotuit, MA

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## **2024 OFFICERS**

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