



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

December 2006



DIRECTOR'S MESSAGE BY VINCE TALIANO

2006 OFFICERS:

REGIONAL DIRECTOR
NEWSLETTER EDITOR
WEBSITE MANAGER
VINCE TALIANO

NATIONAL DIRECTOR
RANDY DENCHFIELD

SECRETARY
VALLEY FORGE REGION LIAISON
SANDY KEMPER

CAR SHOW COORDINATORS
CENTRAL PA REGION LIAISONS
DIANE & HENRY RUBY

NAME TAGS
TREASURER
HARRY SCOTT

MEMBERSHIP CHAIRMAN
NEWSLETTER COLUMNIST
RICHARD SISSON

ACTIVITIES DIRECTOR
CENTRAL VA REGION LIAISON
NEWSLETTER COLUMNIST
STEVEN SISSON

OTHER KEY POSITIONS:

AUTOMOBILIA AUCTIONEER
HAMPTON ROADS REGION LIAISON
GEORGE BOXLEY

NEWSLETTER COLUMNIST
RITA BIAL-BOXLEY

NEWSLETTER COLUMNIST
CHRIS CUMMINGS

CAR SHOW DISPLAYING/PARKING
DERRICK FISHER

CAR SHOW DISPLAYING/PARKING
NEWSLETTER COLUMNIST
JIM GOVONI

CAR SHOW SPONSOR AND HOST
DANIEL JOBE & CAPITOL CADILLAC

HONORARY MEMBER
NEWSLETTER COLUMNIST
VERN PARKER

HONORARY MEMBER
NEWSLETTER COLUMNIST
BOB RUCKMAN

CAR SHOW MASTER OF CEREMONY
NATIONAL CLC ADVISOR
NEWSLETTER COLUMNIST
RICHARD SILLS

ACTIVE PAST DIRECTORS:

1969 – 1976 STEVEN SISSON
1977 – 1982 CHARLIE LIGHTBOWN
1985 – 1992 BILL THOMAS
2002 – 2004 BILL SESSLER

Last month marked the *Caddie Chronicle's* 3rd birthday. A newsletter that started out in November 2003 as regionally-focused has grown into a publication that is distributed world-wide. This issue's circulation is **over 440** with Cadillac enthusiasts receiving it from coast to coast, as well as in **Australia, Austria, Belgium, England and Germany**. Our circulation continues to increase based on people contacting us regarding our events or via our website, which averaged over **2,200 hits per day** for the three-week period following the *Eldorado Extravaganza*.



Another reason our newsletter's circulation continues to increase is the fact that so many Cadillac enthusiasts, not only Potomac Region members, have submitted interesting and entertaining stories. These stories are not geographically-centered so they appeal to Cadillac enthusiasts no matter where they live. By balancing Potomac Region-specific stories with these other stories, we have created an interesting publication for all to enjoy.

I believe that every car has at least one great story that people would like to read about. For instance, this issue includes a story about one enthusiast's lifetime pursuit of his dream car as well as another's journey longed for and finally fulfilled: commandeering a 1965 Deville Convertible cross-country, without time constraints or a rigid itinerary.

Thanks to everyone who has submitted stories and photographs over the past three years. Please continue to send us your stories so we can keep the *Caddie Chronicle* growing!

By now, all 2006 Potomac Region Members, who haven't already paid for 2007, should have received their 2007 Membership Renewal form in the US Mail. In order to continue your membership without interruption, we ask that dues be sent by December 31st, at the latest. **For 2006, we topped out at 198 members, our third consecutive year of increased membership!** We hope to reach the ever-elusive 200 mark in 2007. Thanks for your continued support and **Happy Holidays!**

Vince Taliano

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www.clcpotomacregion.org



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2006 / 2007 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Dec 2-3		East Coast Indoor Nationals	Timonium Fairgrounds Timonium MD	David Cohen at 410-628-6262 or www.eastcoastindoornats.com
Dec 17	2:00 pm – 6:00 pm	3rd Annual Potomac Region Holiday Gala	Hilton Silver Spring MD	Steven Sisson at 301-299-9665 or sissonse01@cs.com
Jan 15 2007	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Silver Diner Merrifield VA	Vince Taliano at 301-258-8321 or eddieamendo@comcast.net
Feb 2-3 2007		CLC Winter Board Meetings	Detroit MI	CLC Office at 614-478-4622 or www.cadillaclasalleclub.org
Feb 22-25 2007		34th Annual Atlantic City Classic Car Auction	Atlantic City Convention Center Atlantic City NJ	G. Potter King, Inc. at 800-227-3868 or www.acclassiccars.com
May 6 2007	9:00 am - 3:00 pm	16th Annual Capitol Cadillac/Potomac Region Spring Car Show & Automobilia Auction	Capitol Cadillac Greenbelt MD	Car Show: Diane & Henry Ruby at 301-894-8026, Automobilia Auction: George Boxley at 301-261-5634
May 19 2007		CLC Central PA Region's Run to the Swigart Antique Auto Museum	Huntingdon PA	Art Archambeault at 717-671-8768 or jandainpa2002@yahoo.com
Jun 20-24 2007		CLC National Driving Tour Lower Hudson Valley Region	Hudson Valley NY	Dave Rubin at 845-225-5990 or sizr5@optonline.net
Aug 1-4 2007		CLC Grand National Meet Peach State Region	Savannah GA	Michael Posey at 770-487-5512

MONTHLY MEETING UPDATE:

Please note that there will be **NO MEETING** in December in lieu of the Holiday Gala. At the January meeting, we will be voting on recent changes made to our Constitution and Bylaws. If any member needs a copy to review, please contact Sandy Kemper prior to the meeting.

Welcome to Savannah!

Here's an update on the room status at the host hotel for the 2007 Grand National, as of November 8, 2006. Of the 764 rooms blocked for this event, 467 have already been reserved. Wednesday has the least number still available at only 29, although the block for that evening may be increased if the demand is there.

The host hotel for this Grand National is the recently renovated Riverfront Marriott Hotel located on the city's scenic boardwalk just a short stroll from the heart of Savannah. A nightly rate of \$125.00, plus taxes, gives a choice of a room with a king size bed or two double size beds; and this rate includes complimentary parking for one vehicle. This rate is also available for up to four nights on either end of the GN for those who wish to come early or stay on after. To make a reservation please call the hotel's toll free line: 1-800-285-0398.



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NOVEMBER 20, 2006 MEETING MINUTES BY SANDY KEMPER

MINUTES: Regular Region Meeting
PLACE: White Flint Mall, Rockville, Maryland
TIME: 7:30 PM

PRESIDING: Secretary Sandy Kemper

ATTENDANCE: Chris Cummings, Randy Denchfield, Derrick Fisher, Jim George, Daniel Jobe, Henry & Diane Ruby, Harry Scott, Richard Sisson and Steven Sisson

DIRECTOR'S REMARKS: Sandy related the following remarks on behalf of Vince: We continue to receive commendations on the Fall Show. Vince submitted a CD with an article & pictures to The Self Starter. Our story is likely to appear in the February 2007 issue. The Hemmings Classic Car article about the show will be published in February, also. Thanks to all of the officers who attended the Officer meeting on November 6. A lot was accomplished – more on that under Old Business. One of Daniel Jobe's customers is looking for a '30's, '40's or '50's vintage Cadillac convertible to use at his daughter's wedding. The wedding is scheduled for April 21, 2007. Richard Sisson expressed interest and will contact the father of the bride.

RECOGNITION: Congratulations to Richard Sisson. His letter to the editor appeared in a recent issue of Old Cars Weekly. Richard explained the background for his letter.

SECRETARY'S REPORT: The Minutes from the October meeting were not read since they had been published and distributed to all members in the November 2006 newsletter.

TREASURER'S REPORT: The Treasurer's Report covered the time period from the October, 2006 meeting to date. Harry Scott reported that the Region's income was \$3,137.11. The total expenses for the same time period were \$2,123.53. The checking account balance as of the meeting was \$4,873.12 and the Certificate of Deposit principal was \$5,214.79. There was a question that the balance of funds was unnecessarily high. In response, it was mentioned that the funds are needed for anticipated deposits for upcoming events, e.g. National Driving Tour. Also, Club funds are used to offset the members' costs of certain activities like the Holiday Gala.

MEMBERSHIP REPORT: Richard Sisson reported that the 2006 membership topped off at 198. 2007 Membership Renewal forms were mailed with the help of everyone who attended the Officer's meeting. Renewals are coming in at a healthy pace with some members paying for two years. Sandy added that Vince reported that our 2006 Membership Roster was emailed to the National CLC Office per their annual request. The CLC will compile a membership report for the Feb 3rd CLC Board Meeting in Detroit. Vince expects that our PR Membership Report with maps and other data will be completed and distributed by the end of the year.



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ACTIVITIES REPORT:

1. **Other Region's Car Shows:** Steven Sisson and others reported on several of the recent car shows in which PR members participated, i.e. the Central PA Region Fall Show, Brenner Cadillac, Harrisburg, PA, and the Central VA Region Fall Show, Moore Cadillac, Richmond, VA, both on November 4. Mark Brodsky and the Rubys attended the Harrisburg show, while Byron Alsop, Jim George and Harry Scott went to Richmond. Jim George said that the Central VA Region noted that the PR had provided both the oldest and the newest cars at their show.
2. **Fall Tour:** Steven said that the Fall Tour was well attended and went smoothly. The luncheon was pleasant and there were plenty of new exhibits to see. The only complaint was that Mt. Vernon deserves more than the two hours that we had allotted to view the place.
3. **Upcoming Events:** Steven mentioned the National Driving Tour and Grand National events for 2007. There was discussion about PR members caravanning to the Grand National. Also, Daniel Jobe confirmed that the date of the 2007 Spring Show will be May 6.
4. **CLC-PR 2006 Holiday Gala:** Steven encouraged members to attend. The location and menu will be the same as last year; however, this year we will have musical entertainment.

OLD BUSINESS:

1. **Constitution & By-Laws:** Sandy recognized the efforts of everyone at the Officer's Meeting and stated that the proposed revision of the By-Laws, including the adoption of the Financial Guidelines and the Car Show Guidelines will be voted upon at the January, 2007 meeting.
2. **Potomac Region Elections:** A motion was made, seconded and approved to elect the slate of officers for 2007-2008 by acclamation since none of the officer positions had more than one nominee. The current officers will continue for two more years except Bill Sessler will take over for Randy Denchfield as National Director and Danny Ruby has agreed to serve as Assistant Regional Director. Thanks to Randy for his efforts over the past three years.
3. **2009 National Driving Tour:** Sandy reported that he has spoken to Toni Rothman, CLC VP. She has promised to send us additional information about conducting a Tour. Steven and Sandy expect to provide the Tour dates to the Bolger Center and obtain a draft contract for review in the coming weeks.

NEW BUSINESS:

1. Sandy asked Daniel Jobe if he had any news that he could share with the group from the Cadillac Motor Division. Of note, Daniel responded that Cadillac expects to reveal its new CTS at the Detroit Auto Show in 2007.
2. Chris Cummings mentioned that he was provided a complimentary membership in the Classic Car Club of America in recognition of the publication of his book.
3. There was general discussion about the article, "1953 Cadillac Le Mans" in the Nov-Dec, 2006 *The Self Starter*, particularly since several PR members contributed information for the story.

NEXT MEETING: Monday, January 15, 2007 at the Silver Diner, Merrifield, Virginia

ADJOURNMENT: Meeting adjourned at 8:35 PM.



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AN EXCITING WEEKEND AT THE WINGS & WHEELS SHOW STORY & PHOTOS BY STEVEN SISSON

The day was perfect, just the right temperature, mostly sunny and a slight breeze. Potomac Region member George Boxley started up his 1937 Packard 120 sedan and we started the ride from his and Rita's waterfront home in Kilmarnock, VA to Topping, VA's Hummel Airfield to participate in the Annual Wings and Wheels Show. Rita and Margo were behind in a modern car. We were directed to a premier parking place, backed up to the fence separating the show area from the small aircraft runway.

As George was doing the usual wipe down and show card placing, I noticed Henry Ruby coming towards us. Henry had mentioned that they might drive down to the show. No small thing when you consider it's about 150 miles. Henry & Diane did it, leaving home early Saturday morning in their 1979 Fleetwood. George, Henry and I set off to explore the many available sights. Diane, Margo and Rita went off to shop to the many clothes and crafts vendors at the show and later in the town boutiques.



Wooden speedboat on display

The exhibits are not those normally found at car shows. The Wings and Wheels show is fully diversified in that it offers static exhibits of vintage fire trucks, wooden speed boats, James River replica boats, vintage airplanes, military vehicles, and even an on-site auto restoration shop with about 10 cars undergoing various stages of restoration on exhibit. The judged car show had about 250 to 275 cars parked as they came, but judged in a number of pre-established classes.

Every kind of car you can think of from antiques to 2006 Mustangs were on exhibit. A few Cadillacs other than Henry & Diane's car were on-hand, the star of which was Mary & Buddy Brill's 1958 Eldorado Biarritz (recently displayed at the ***Eldorado Extravaganza***) followed closely by Ron Threadgill's (**Central VA Region**) bright red 1959 Coupe Deville.



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There were a larger than usual number of British sports cars grouped together with four or more MGs, Triumphs, and Morgans, plus a few Healeys and Jaguars. Also, a large number of Shelby Cobras were on exhibit. Most of them were painted blue with white stripes, possibly indicating a club or driving group affiliation. Camaros, Mustangs, 442's and even one GS Buick rounded out the performance cars.

Probably the highlight of the day for all of us D.C. area attendees was the decision by Henry Ruby to take a ride in an open cockpit, pre-war Navy trainer airplane. He said it had something to do with his birthday this month. I followed him over to the launching point and listened to the instructions being given and then I witnessed Henry climbing up into the cockpit and donning his radio helmet. He looked a little apprehensive, so, of course, I yelled that it would be all right. The photo, along with this article, testifies to the fact that Henry was a little nervous. He waved to all of us as the plane taxied out, and then they were gone. Even when you know that the ride is about 20-25 minutes, you start looking for the trainer to come back home before that. If I was looking, you know his wife Diane was really looking and wondering as the moments went by. Right on time we saw the yellow biplane approaching the field and make a perfect landing. We're still not sure, but we think Henry was a little quieter after his adventure.



Henry Ruby prepares for the ride of a lifetime

Towards the end of the show, the runway was cleared and about eight high performance cars were lined up at one end for a one at a time spirited run down the runway. The cars were screamers, super fast and very exciting for about one quarter of a mile. We didn't have any timing capability, but it seemed like a couple of those 427 C.I. Shelby Cobras were exceptionally quick. There runs were over in about 8 or 9 seconds, with smoke everywhere. The presentation of awards followed with Mary Brill taking a first in her class with the red 1958 Eldorado. I didn't know anyone else who won an award but there were quite a few given out with many going to sports cars of one sort or another. Everyone seemed to really enjoy the show and words were exchanged about repeating the experience next year.

George started up the Packard and we started off followed by Henry & Diane in their later model Cadillac. It was a very pleasant ride back to the Boxleys home by the water, which is made for relaxing. An adult beverage or two and then the three couples were off to a local seafood restaurant for fine dinners, proceeded by toasting all concerned. The food was good and the price was right. A great time was had by all and I would encourage any reader to consider the Wings and Wheels show next year.



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**DRIVING IN SYTLE
BY BRIAN KUTHA
POTOMAC NEWS
NOVEMBER 4, 2006**

"The Cadillac That Followed Me Home," a book by Christopher W. Cummings, explores the world of car collecting, specifically his own experiences through the years. From his first Cadillac, a 1941 Cadillac Series 75 sedan, to his current collectible and passion, a 1930 Cadillac V-16, Cummings recalls his cars and memories for the world to read. Filled with 59 photos, even the "not so avid car enthusiast" can still be drawn into his stories. Cummings notes in his book, "I picked the title to evoke that familiar image of a child showing up accompanied by an animal he'd dearly love to keep as a pet, pretending to be surprised that the creature has appeared at the door with him." Cummings, 54, who lives in Manassas with his wife, Barbara, and 13-year-old daughter, Emilyann, moved from New York City in 1996.



**Chris Cummings signing his book at the
2006 Fall Capitol Cadillac /
CLC Potomac Region Car Show
Photo by Vince Taliano**

Published by McFarland in 2006, this is Cummings' first-ever publication. An attorney by day, Cummings writes, "For years my little girl would come up to me and cheerfully say 'Daddy, tell me a story about your little life.' "He would quickly think of a story Emilyann might like but always felt she deserved a better look into his life. "I started writing down some of the old car experiences. I was pleasantly surprised to see that Emilyann was fascinated with the stories," he writes in his book. Cummings had also written articles for the Potomac Region of the Cadillac & LaSalle Club, which helped inspire and fill the book. Emilyann is her dad's No. 1 fan. "It's something really neat that I can show my friends. They don't get to see that every day. I don't know if it's really my place to be proud of it, but I am," she said.

Cummings began restoring cars when he was 13 years old. He managed to collect and rebuild three Cadillacs: a 1941 Cadillac Series 7523 seven-passenger touring sedan, a 1941 Cadillac Series 61 coupe and a 1931 Cadillac Series 355A Fleetwood Cabriolet. He did all of this while he had his eyes set on one classic and rare model - the 1930 Cadillac V-16 Imperial Sedan limousine. "That was the car I had wanted all along. And it was the one I had to work the hardest to make a case for keeping. This time instead of a little boy entreating his parents, a grown man had negotiated with his conscience, the family finances and his responsibilities to his family," Cummings writes. Cummings still has the V-16, with only 7,300 miles; it still has the original paint job. When taking a closer look, the original old ivory double pin stripes can still be seen in many spots. The body is a wood frame with metal panels put over top. "It is almost furniture-like craftsmanship that went into these cars," Cummings said.



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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.

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Chris & Barbara Cummings' 1930 V-16 in the February 2006 issue of *The Self-Starter*

He writes that the V-16 "was meant to be what is now called a 'halo' car - a model that has no realistic hope of selling enough units to pay for its development and production costs, but that will attract interest, admiration and buyers to the manufacturer's bread-and-butter vehicles."

In the early part of the century "the general impression of Cadillac was middle to upper level, very dependable, well constructed car, but not on the same level of the three 'P's: Packard, Pierce Arrow and Peerless," said Cummings. After this model Cadillac stepped up to the elite in car manufacturing. Cummings writes, "The factory only made fifty of this particular body style, and only some lesser number of them have survived. This is a singularly well-preserved example of a car that was made with great attention to elegance, detail and quality." It is clear that Cadillac has always had a place in Cummings' heart. "To my tastes, 1930 and 1931 represent an aesthetic high-water mark for car design. My personal favorite is the Cadillac model line for 1931, including the 1930 V-16s which introduced the styling features that the rest of the line would pick up in 1931," he writes. Upon release, this truly was an exclusive car. Chevrolets were selling for \$475 to \$600 while the V-16 was going from \$5,600 to \$10,000 and up depending on the level of customization. With the onset of the Great Depression the market for such a luxury item fizzled out. Auto dealers, custom shops and suppliers were left searching for a substantial customer base - adding to the mystique and glamour of this rare find.

The book is \$29.95 and is available at www.amazon.com and www.mcfarlandpub.com (800-253-2187).

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2006 FALL DRIVING TOUR BY STEVEN SISSON

PHOTOS BY RANDY DENCHFIELD, STEVEN SISSON AND CAROL & ROGER WILSON



General George Washington

The weather forecast on Friday evening, October 27th, did not sound very good. The Weather Channel's Saturday morning forecast was not very encouraging either. I was thinking about the 30 some people who had already paid the fees necessary to participate in the driving tour from Turkey Run Park on the George Washington Parkway to Mount Vernon, VA. I thought they were going to be very disappointed if it rained, as the forecasters predicted. Around 8:30 AM, my brother Richard called with a different sounding prediction, the rain was about over and we should drive my 1964 Eldorado, even if the streets were wet. I pretty much said OK with a hesitation in my voice. Wouldn't it better to just take the 1998 Seville and not worry about wet streets?

By 9:00 AM, the chosen time of departure, the sky had cleared out a lot, so it was easier to decide to drive the '64 Eldorado. Besides, it made Richard, my son David and our wives all happier. When we arrived at Turkey Run Park on the parkway, several other Cadillacs were already in place at the designated parking area. Of course, Henry Ruby, the always early one, was there, although in his later model Fleetwood and not his '58 Eldorado Biarritz. Soon after, Vern & Karen Parker arrived in their '39 LaSalle followed by Burt Zwibel & Susan Diamond in their beautiful '60 Deville convertible, Stephen Kirkwood in his captivating '58 Eldorado Brougham and the others. Most of the cars were vintage in age, but not all, as Jim & Brenda George were on hand in their '05 CTS-V very fast sport sedan. By the time 10:00 AM arrived, there were 12 cars and 30 plus people ready for the parade down the George Washington Parkway, a perfect place to tour at this time of year as the trees have changed color enough to put on a beautiful show, all the way down to Mount Vernon.



Cadillacs displayed at Mt Vernon



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Lunch at the Mt Vernon Inn



We arrived at Mt. Vernon and checked in at the Group Window, where we received our passes after a short delay. Following the orientation film, it was clear that a proper visit would take probably five hours and not the two originally planned. Everyone departed the Orientation Center with only about 1 hour and 45 minutes to see as much as they could before meeting for the 1:00 PM luncheon at the nearby Mt. Vernon Inn. Many members headed for the mansion, some stayed longer at the Orientation Building and others like Margo and me went to the just opened Mt. Vernon Museum. The new museum is a first rate endeavor. There are many interesting panels and exhibits, but we probably enjoyed the three films the most, especially the one with make believe snow and rumbling seats during battle scenes.

All to soon, it was time to assemble in the restaurant. After a short walk which routes you through the large gift shop we were shown the Cadillac Club dining area. We had an area set-aside for us in the Mt. Vernon Inn, an eatery styled in revolutionary period décor. Most members were already seated and the rest of the group showed up soon. Each member was served a pre-selected lunch entrée with period sounding names such as Colonial Beef Pie, Valley Forge Soup & Sandwich, Colonial Turkey Pie, etc. Iced tea and a choice of pies topped off our meal.

Mingling among members increased as everyone finished eating and the top subject of discussion was whether to leave and join the caravan back to Turkey Run Park or stay and take in more of the estate. There just hadn't been enough time. When you go, plan to make a full day of it.

Needless to say, seeing more of the estate won, as most members elected to stay a few more hours, some as long as three hours. Jim George told me later that they stayed until after 5:00 PM. As a whole, it seems the members definitely enjoyed the ride down the parkway and they probably enjoyed visiting the Mt. Vernon estate even more. The Potomac Region's 2006 Fall Driving Tour was a success enjoyed by all who took part.



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GOING CROSS-COUNTRY IN A 1965 DEVILLE CONVERTIBLE – PART 1 STORY & PHOTOS BY DON MICHAELS

This was a journey longed for and finally fulfilled: commandeering my '65 Deville Convertible cross-country, without time constraints or a rigid itinerary. This was not the first time I had driven her cross-country, but those three other trips had time constraints in getting to/from San Diego (where I have a second home) and D.C. But, this time I wanted to just go, take my time and feel free to change my plans en route if I wanted to. The impetus I needed came from a friend of mine in San Francisco, who offered me the use of his apartment anytime during the month of August. That gave me a focal point on the other coast around which I could pick a route, make my plans and just do it.

On past trips, I traveled either the southernmost route, primarily on I-10, or the more direct route on I-40, but this time I wanted to see some new places. Traveling in August also meant trying to avoid hurricane hotspots and the worst of the heat waves we were experiencing this summer. The option that appealed to me most was to cut right across the middle of the country - I-64 through Kentucky to St. Louis; I-70 to Denver; a jaunt northward to Wyoming and the Grand Teton National Park; then westward to San Francisco on I-80.

Departing on the first Saturday in August, the first stop from home was, naturally, the nearby Exxon station. From there I headed west on I-66 to pick up I-81, then to I-64, destined for Lexington, KY. My mechanics had suggested that I keep my daily travel to a sensible 500 miles per day. So, after a side trip to the New River Gorge, in West Virginia, and two more fuel stops, I arrived in Lexington – a total of 585 miles. Lexington turned out to be a good choice for the first night's stay. My hotel - The Gratz



Doris showing off in Lexington, KY

Park Inn - was in the heart of the downtown area, not far from the University of Kentucky. The area is undergoing a renaissance, so I was able to indulge another passion of mine with walking trips to revel in the sight of grand old homes and mansions, many of which were still undergoing restoration.



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Over dinner that evening I recalled the many local shopping trips out Route 66 in my Caddy during which I fantasized about heading due west with a devil-may-care attitude – of course, with the requisite number of credit cards to make it all possible. I was also still glowing over the request by the Inn's doorman to leave the car parked in front of the Inn to "show it off." It seemed like the fantasy trip was off to a good start, even if the ultimate outcome would cause some pain: I had decided to sell the car after the trip was over. Parting with **Doris** – the name tagged on her by my friend who owned the car before me and which was a playful take on a certain quintessential California bleached blonde – would be painful. However, circumstances and the pursuit of new interests meant less time for me to dote on the old girl to the extent she richly deserved.



This shot from the bushes sparked a conversation

The next morning before packing up to head for my next destination - St. Louis - I decided to shoot some photos of Doris in her cherished spot in front of the Inn. While draped over the shrubs in the center courtyard to get a full length shot I noticed another guest from the Inn looking on in bemusement. After introducing himself as a retired Navy officer, he told me of a driving adventure he hoped to take – drive the entire western coast from Seattle to Tijuana and enjoy what he described as the most beautiful scenic trip in America. I resisted the temptation to disabuse him of the notion of including Tijuana in the trip. I got my photos, wished the Navy guy good luck, then packed my bags and headed west.

The drive to St. Louis through Indiana and Illinois was really boring and hot, but compared to the day before, a more manageable 350 miles. The big event along the way was a refueling stop just off I-64 at the Possum Junction General Store. The gas pumps were 1930s or '40s vintage and offered no evidence of what brand name was attached to the fluid I was pumping into the heart of Doris. I cursed myself for using up all my film in Lexington, thinking it would have been a great shot with Doris next to that ancient pump. The General Store did not have film for my camera so I was out of luck. As I left the scene I looked around and determined that the General Store ***probably was*** Possum Junction.

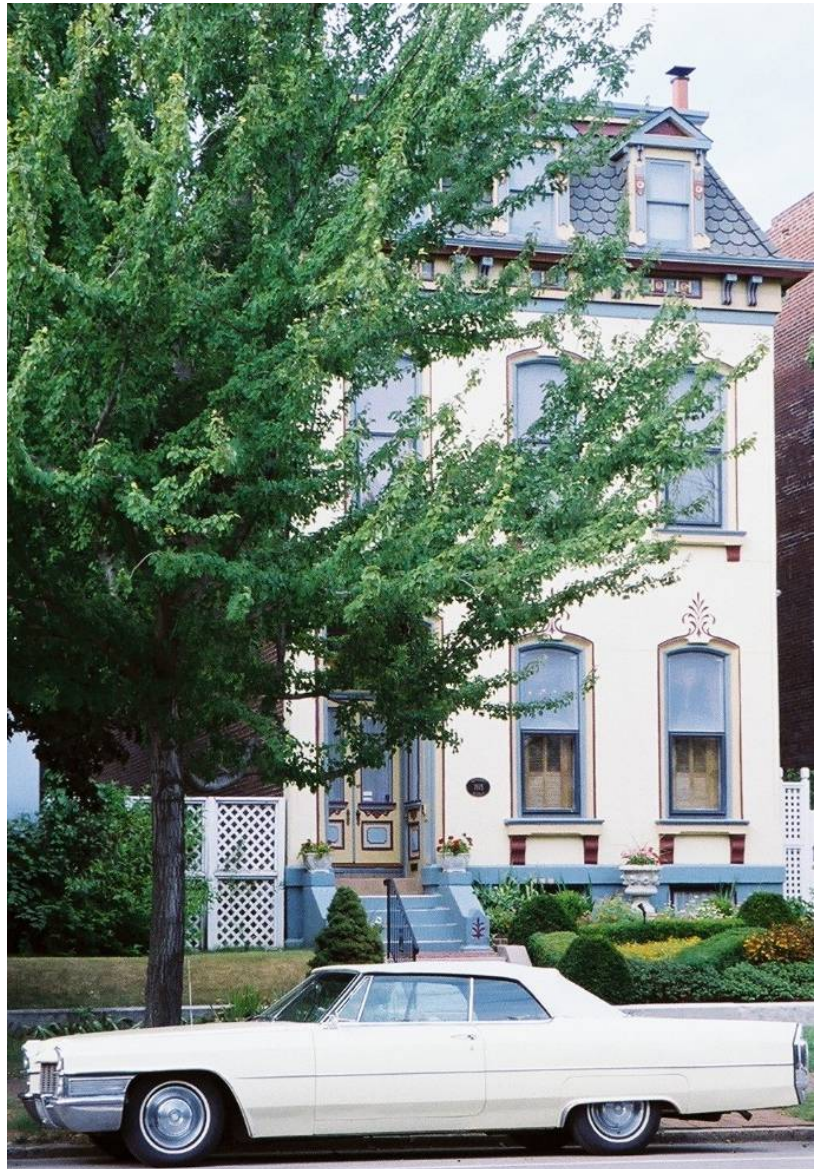


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St Louis was one of the stops along the way that I looked forward to since it's a major U.S. city I had not yet visited. The approach to the city from the east was a jumble of intersecting highways and myriad bridges and ramps, but the road signs were plentiful and helpful. Getting to my accommodations in an historic part of town called Lafayette Square turned out to be an easy shot and the tree-lined block on which the B&B was located offered plenty of shaded options for parking, a blessing in the 98 degree temperatures of August.

For my two days/three nights stay, I decided it would be best to just leave the car parked where it was and to use the nearby ***MetroLink*** -light rail system - to get me to the parts of St. Louis I could explore on foot. The B&B owners assured me on my arrival that leaving the car parked on the street was safe in their neighborhood. But, while waiting for a table at a neighborhood restaurant that evening I spotted an article in the community newspaper about a recent rash of car break-ins and thefts in the Lafayette Square area, with the local police precinct offering discounted Clubs to area residents as extra protection. Doris has a truck club that I used wherever I parked, but she's also a convertible and not exactly the type of car that goes unnoticed no matter her surroundings. So, after securing a spot in front of the B&B, my first order of business in the mornings – even before coffee – was a trip to the street to check on her. Fortunately, she made it through the entire stay unscathed.



Doris rested safely in front of the B&B in St Louis, MO

A visit to the Gateway Arch and catching a Cardinals game were my two major objectives while in St. Louis. The Arch was impressive, but the throngs waiting in line to take the tram tour to the top killed my enthusiasm for that idea. And, alas, the Cardinals were on a road trip, but I did take a guided tour of Busch Stadium III, and came away hoping upon hope that D.C. will build something as grand for the Nats.



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I also devoted some time to walking explorations of the Lafayette Square area and the nearby neighborhoods, where I discovered that a charming six bedroom Victorian mansion could be had for the price of a three bedroom row house in my still-transitioning D.C. neighborhood. But, when contemplating the relative merits of the two cities I could appreciate the trade-offs. For me, D.C. has a certain joie de vivre that St. Louis lacks.

My final touristy foray was a visit to the Missouri Botanical Garden, which required using Doris to get there. As I pulled into the parking lot I noticed a guy stopped dead in his tracks looking at the car. My first thought was 'uh-oh, another Doris admirer.' Sure enough, he approached me and recounted how he used to have a blue '65 Deville and he felt one of the worst decisions he ever made was to sell it. That didn't make me feel any better about my decision, but I didn't tell him that. That chance encounter also got me a sneak preview of the June entry for the Botanical Garden's 2007 calendar. The Doris admirer turned out to be the official calendar photographer and was delivering a proof for review. The Garden proved to be worth the visit as I neared departure for my next major destination – Denver, CO.

The next morning as I was preparing to hit the road, the B&B proprietor warned me that the trip on I-70 would take me through the ugliest parts of Missouri and Kansas. I thought that sounded rather harsh, since I harbored visions of passing bucolic farmlands and quaint little towns. But, boy, did he nail it. Not only is it a flat, boring trek, but it is downright ugly in many parts, especially in Kansas. No matter which side of the road I surveyed, it appeared to be a landscape in serious disrepair. And, it was hot. At a rest stop just inside Kansas, a thermometer registered 103 degrees. Normally, I would spare taxing Doris by not running the climate control while barreling down a hot highway at 75 to 80 mph, but I finally relented. It also provided a respite from the endless roar of semi's tearing past me at 90 mph.

Originally, I had planned to overnight it in Salina or Russell, KS (Bob Dole's birthplace) both of which are around the halfway mark to Denver. But, I decided that one day was enough of this and pushed on, ignoring the 500 miles per day advice. The sun seemed to be stuck overhead forever, but finally in early evening it started to set, so the climate control went off and the top went down – at least until I caught up with the dark rain clouds on the horizon. A light drizzle hit with the top still down but it felt good. As I got closer to the heart of the clouds, though, the top went back up. Before calling it a day, I managed to press on to Colby, KS, less than 100 miles from the Colorado border; a welcome thought for the next day's travel.

NEXT: Trouble ahead



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SMALL FLEET OF OLD CADILLACS HELPS NEW TERP DRIVE IN STYLE

BY DAN STEINBERG

<http://blog.washingtonpost.com/dcsportsbog/>

NOVEMBER 9, 2006

How do you not love a 6-7 dude with bulging arms and a 'fro who is often mistaken for Ben Wallace, drives a '62 Cadillac, is nicknamed "Boom," laughs every time you ask him a question and goes 8-for-10 from the field with 20 points and six rebounds in his first 25 minutes as a Terp? His teammates use words like "a funny character" to describe him. "Just a special person, in his own way," Parrish Brown said. Last night, there must have been 10 or 12 media people crowded around Boom in the locker room as he held court.

50 **Bambale Osby**



PROFILE

▶ Class: Junior	▶ Last College: Paris (Tex.) JC
▶ Hometown: Richmond, Va.	▶ Height / Weight: 6-8 / 250
▶ High School: Benedictine	▶ Position: Forward
	▶ Experience: TR

Source: University of Maryland

He got his name from a high school teammate, who thought Bambale was pronounced "Boom-bale" instead of "Bum-bale." He says he's been a fan favorite since he was in high school: at the University New Mexico, at Paris (Tex.) Junior College and now at Maryland. He says he can't explain why; maybe because of the 'fro, or maybe because of the fact that he mashes people. ***He also isn't sure why he loves old Cadillacs, but he's got four of 'em: a '59, a '60, a '62 and a '68. Two are in Virginia, one's in New Mexico and one--a white '62 Cadillac DeVille with "430 pounds of torque"--is sitting in the loading dock at the Comcast Center.***

Boom told us all we should go out and look at it. I did. This is the general idea, except on Boom's version, there are generous amounts of rust. There are also all sorts of bungee cords and ropes holding various things in place. The antique license plate is in the back window, propped up with a windbreaker. There's a ripped Terps sticker on right rear fin. I was staring at the car in amazement when fellow Terp Dave Neal came out into the parking lot. "You like it?" Neal asked. "It doesn't really work right now. It's been sitting there for a couple days."

We asked Boom if students recognized his car around campus; "they hear it coming, man," he said. Boom also told us that the windshield wipers don't work, so he rides around with a squeegee that he uses when it rains. He told us his teammates won't ride with him, out of fear. "They say it's gonna break down," he explained. "They don't want to be stranded on the side of the road." But freshman guard Eric Hayes admitted to having accepted a ride once. "I felt safe," he said. ***"For the most part. I didn't even know [cars like that] were still around. I didn't know they still existed."*** "That's his style, though," D.J. Strawberry said. "It fits Boom."



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CADDIE CLASSIFIEDS

Cars For Sale

1957 Coupe DeVille – Complete car – Not running – Partially disassembled – **Asking \$4,500** – **1967 Calais 4 Door Hardtop** – 68K miles – Runs good – Cold air – New tires – Needs paint – **Asking \$3,000** – Other Cadillacs for sale (**1969 Sedan DeVille, 1982 Fleetwood Brougham, etc.**) – For more information, contact April Grammont at 410-868-4557 or aprilg57@aol.com – Cars are located in Maryland

1959 Series 62 Coupe – Runs good – Gotham Cold with white interior – **Asking \$11,900** – **1985 Eldorado Biarritz** – Recent engine work – **Asking \$3,000** – For more information, contact Steve at 609-448-0699 – Cars are located in New Jersey

1979 Eldorado – White on white – CA car originally – 72,000 miles – Excellent condition – <http://www.clcpotomacregion.org/79cadillacforsale.htm> for picture - **Asking \$4,900** – For more information, contact Mike Carlin at 410-596-1212 – Car is located in Maryland

Parts For Sale

Cadillac parts & literature – 1950's-1990's including body, interior and mechanical parts and emblems – Automotive ads – For more information, contact Michael at 610-789-5753

Four (4) 1962 Wheels For Sale – In good shape – Need paint – For more info, contact Bob Fuller at 301-645-6081 or ful373@aol.com

Extensive Collection of NOS & Quality Used 1965 Cadillac Parts – Technical Advice on '65-'66 Cadillacs – <http://www.clcpotomacregion.org/classiccadillacparts.htm> for pictures – For more info, contact Carl Glaser at 240-447-6018 or ratroder65@hotmail.com

Car Wanted

1930's, 1940's or 1950's Cadillac Convertible to be used for a wedding – For more information, contact Vince Taliano at eddieamendo@comcast.net or 301-258-8321.

Other

Automobile Related Greeting Cards – Christmas, Holiday, All Occasion wrapping paper, or blank note cards with antique automobiles, motorcycles, trucks, tractors, and/or trains in the artwork – For more information, visit www.automobilagreetingcards@zoomshare.com or contact Nancy Hotz at NansCaddy@aol.com or 856-429-0641



CREATIVE CHROME FACTORY UPDATE

According to R. Scot Minesinger, the **Creative Chrome Factory** in Capitol Heights, Maryland has had its phone number disconnected, and its place of business appears to be closed. We don't have any additional details, but Scot is attempting to retrieve his parts and to get his deposit money back through his credit card issuer. If you have questions, please contact Scot at rscotm@cox.net or 703-283-2021.



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