



Cadillac & LaSalle Club Potomac Region Caddie Chronicle February 2007



DIRECTOR'S MESSAGE BY VINCE TALIANO

2007 OFFICERS:

REGIONAL DIRECTOR
NEWSLETTER EDITOR
WEBSITE MANAGER
VINCE TALIANO

ASSISTANT REGIONAL DIRECTOR
DAN RUBY

NATIONAL DIRECTOR
BILL SESSLER

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

NEWSLETTER COLUMNIST
DON MICHAELS

HONORARY MEMBER
NEWSLETTER COLUMNIST
VERN PARKER

HONORARY MEMBER
NEWSLETTER COLUMNIST
BOB RUCKMAN

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



Thanks to Richard Lentinello, Mark McCourt and **Hemmings Classic Car** for publishing a special issue on Cadillac Style! The February 2007 issue features Sal & Donna Buffa's 1956 Eldorado Seville on the cover! The low-mileage original beauty from Liverpool NY was at our **Eldorado Extravaganza** (read more about the Buffas and their Seville on page 10). If you haven't seen the issue, we encourage you to pick up one.

Also, thanks to Steve Stewart and Tim Coy for featuring the Eldorado Extravaganza in the February 2007 issue of **The Self-Starters**. In addition to the story, Frank Pinola's 1959 Eldorado Biarritz from Harrisburg PA is featured on the cover! Steve & Tim do a great job with each issue. It is no wonder that they have won multiple **Old Cars Weekly** Golden Quill Awards.



The 2007 Membership Drive is progressing nicely. To date, we have 171 members. Our goal continues to be 200 members and once we reach that mark, the 200th member will be recognized and will receive two years additional membership. If that member is new and was recruited by an existing member, the recruiter will receive one year additional membership.

Check out Potomac Region's Lee Peterson and his 1976 Lincoln in Vern Parker's January 26th "**Out of the Past**" column. Click the link to see the story: www.washtimes.com/autoweekend/

It is with great sadness that I inform everyone that Potomac Region Member John Moore recently passed away. John joined the Region in 2005 and he and his 1964 Coupe Deville were soon regulars at our meetings and events. We express our sincerest condolences to his family.

Vince Taliano

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www.clcpotomacregion.org



Cadillac & LaSalle Club

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Caddie Chronicle

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2007 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Feb 2-3		CLC Winter Board Meetings	Detroit MI	CLC Office at 614-478-4622 or www.cadillaclasalleclub.org
Feb 19	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	White Flint Mall Rockville MD	Vince Taliano at 301-258-8321 or eddieamendo@comcast.net
Feb 22-25		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
Mar 19	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Silver Diner Merrifield VA	Vince Taliano at 301-258-8321 or eddieamendo@comcast.net
Mar 23-24		37th Annual AACA Sugarloaf Mountain Region Parts Meet and Auction	Frederick Fairgrounds Frederick MD	Robert Clubb at 301-831-0300 or www.smrantiqueautoclub.com
Apr 18-22	Gates open at 7:00 am	Spring Carlisle	Carlisle PA	717-243-7855 or www.carsatcarlisle.com/
May 6	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		CLC Central PA Region's Run to the Swigart Antique Auto Museum	Huntingdon PA	Art Archambeault at 717-671-8768 or jandainpa2002@yahoo.com
May 19		Kent Island Relay for Life All Proceeds go to the American Cancer Society	Stevensville Park to Q.A.C. 4-H Park Kent Island MD	Kelly Trippe at 410-827-7219, 443-496-1710 or kkmh81@aol.com
Jun 2	9:00 am – 3:00 pm	Central PA Region's 18th Annual Spring-Summer Show	Brenner Cadillac Harrisburg PA	Richard Sills at 301-467-1212 or richard.sills@hklaw.com
Jun 10	9:00 am – 3:00 pm	33rd Annual VCCA All-GM Show (1915-1980)	Catonsville Community College Catonsville MD	Bill Scott at wilomae@comcast.net or www.freestateregion.com
Jun 17	10:00 am – 3:30 pm	34th Annual Sully Plantation Father's Day Antique and Classic Car Show	Sully Plantation Chantilly VA	Bill Benedict at 703-430-2441 or www.fairfaxcounty.gov/parks/sully/
Jun 20-24		CLC National Driving Tour Lower Hudson Valley Region	Hudson Valley NY	Dave Rubin at 845-225-5990 or sizr5@optonline.net
Jul 20-22		Hemmings Motor News presents "The New England Concours d'Elegance"	Stratton Mountain Resort Stratton VT	www.hemmings.com/events/concours.html
Jul 22	10:00 am – 3:00 pm	VCCA All Makes & Customs Car Show (1915-1980)	Meadowbrook Regional Park Baltimore MD	Bill Scott at wilomae@comcast.net
Aug 1-4		CLC Grand National Meet Peach State Region	Savannah GA	Michael Posey at 770-487-5512
Aug 11	10:00 am – 3:00 pm	33rd Annual Metro Chapter Buick Club All-GM Show "GM Class of 1957"	Montgomery College Rockville MD	Cory Correll at 240-686-0229 or corydraw@starpower.net
Oct 7	8:00 am – 1:00 pm	50th Annual Antique Auto Assembly	Armed Forces Retirement Home Washington DC	Clint Brown at 301-593-0789
Oct 10-13	Gates open at 7:00 am	AACA National Eastern Fall Meet	Giant Center Hershey PA	http://local.aaca.org/hershey/



Cadillac & LaSalle Club Potomac Region Caddie Chronicle February 2007



JANUARY 15, 2007 MEETING MINUTES BY SANDY KEMPER

MINUTES: Regular Region Meeting

PLACE: Silver Diner, Merrifield, Virginia

TIME: 7:15 PM

PRESIDING: Director Vince Taliano

ATTENDANCE: Byron Alsop, Glenn Cole, Randy Denchfield, Jeff Gurski, Sandy Kemper, Steve Kirkwood, Dan Ruby, Henry & Diane Ruby, Harry Scott, Bill Sessler, Richard Sills & Shelley Chadick, Richard Sisson, and Steven Sisson

DIRECTOR'S REMARKS: Vince thanked everyone for attending, recognized the new officers, Dan Ruby and Bill Sessler, and offered thanks on behalf of the Region to Randy Denchfield, who has served as an officer for the past several years. Vince announced that an article about the **Eldorado Extravaganza** was published in the February 2007 issue of **Hemmings Classic Car** and soon, **The Self-Starter**. Vince added that we have already received some national publicity for this year's Fall Show, **Legacy of LaSalle**. Lastly, congratulations to Derrick Fisher for his appearance in Vern Parker's "Out of the Past" article in the December 29, 2006 edition of **The Washington Times**.

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

TREASURER'S REPORT: The Treasurer's Report covered the time period from the November, 2006 meeting to date. Harry Scott reported that the Region's income was \$3,307.08 and the total expenses were \$3,667.57 for the same period of time. The checking account balance as of the meeting was \$4,311.65 and the Certificate of Deposit principal was \$5,280.58. There was discussion about some reported quality problems with the grille badges sold last year. The current vendor will be contacted regarding the replacement of the grille badges identified with quality issues and another order is being placed to ensure that we have more available in time for the spring car show, along with the car flags. Regarding the car flags, we will offer them for sale as participants register at the spring car show and we will encourage participants to display them at the show.

MEMBERSHIP REPORT: Richard Sisson reported that the membership is at 160. A second 2007 membership renewal notice was mailed last week. Renewals are still being received. A list of thirty-five 2006 members who have not renewed for 2007 was distributed at the meeting with the intent that one will make a personal appeal to a person on the list that they know. Richard & Vince reviewed the latest CLC National Membership Report. Of note, our Region is the third largest in the CLC. Also, we are one of the few that has had a membership increase. Also, the latest roster of CLC members living in our Region received from the National Office included six (6) new CLC members. A membership packet, including a complimentary newsletter, will be mailed to them. A general discussion followed about the reasons one joins a car club and about membership sustaining ideas.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle February 2007



ACTIVITIES REPORT: Steven Sisson distributed a comprehensive list of CLC, AACA, and other antique or collector auto events upcoming in 2007. In addition, the following activities were discussed:

- **Potomac Region Spring Driving Tour:** Steven announced that he is developing plans for a tour to Harper's Ferry, WV. No date is set, but April 28th is being considered.
- **Spring Car Show & Automobilia Auction, Sunday, May 6, 2007:** Planning is underway.
- ***Legacy of LaSalle* Fall Show:** In addition to the Director's Remarks [*above*], it was noted that the date for this show will not be announced until the Washington Redskins schedule is known, due to traffic considerations.
- **National Driving Tour, 2007, Lower Hudson Valley, NY:** A quick poll of attendees was made to determine who may be attending this event. It was mentioned that this event is being held less than 300 miles and six hours from Washington, DC and will be supported by neighboring regions. Participation was encouraged.
- **Grand National, 2007, Savannah, GA:** Vince reported that according to the Registrar of this event, Jack McClow, the host hotel is almost 98% booked.

OLD BUSINESS:

1. **Constitution & By-Laws:** Sandy reviewed the proposed revisions of the By-Laws, including the Financial Guidelines and the Car Show Guidelines. These changes will be voted upon at the next meeting. [***NOTE: If any member would like to see a copy of any of these documents, please contact Vince or Sandy.***]
2. **National Driving Tour:** Steven reported that we have submitted a report to the CLC Vice President for National Activities, Toni Rothman. This report will be sent to the CLC Board of Directors in advance of the Winter BOD meeting on February 2-3, 2007.

NEW BUSINESS:

1. Dan Ruby suggested that we consider having a Flea Market at our Car Shows. He thought that the area behind the dealership could accommodate Flea Market vendors. There was considerable discussion. It was agreed that before we consider this further, we must ask for Daniel Jobe's opinion.
2. Randy suggested that we consider offering points judging to those show participants who might want their car judged in that manner, possibly in preparation for a national show. This prompted a lively discussion about points judging. No action was taken.
3. Several members have expressed interest in attending the Valley Forge Region's next Grand National planning meeting on February 6th. Sandy will coordinate this.

NEXT MEETING: Monday, February, 19, 2007 at the Food Court in White Flint Mall, Rockville, Maryland

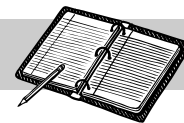
ADJOURNMENT: Meeting adjourned at 9:05 PM.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle February 2007



REGION NOTES BY VINCE TALIANO



The Region's membership has increased significantly over the past three years thanks to the continued support of our existing members and the addition of our newest members listed below.

<i>Name</i>	<i>Spouse/ Significant Other</i>	<i>City</i>	<i>State</i>
Alsop, Thomas Lee	Marianne	Fairfax	VA
Bunting, John W.	Jo Ellyn	Upper Marlboro	MD
Cole, Glen	Pat	Alexandria	VA
Dodson, Dickie	Elaine	California	MD
Edmunds, G. Berkeley	Cheney	Annapolis	MD
Fuller, Bob	Lucille	Waldorf	MD
Grammont, April	June	Westminster	MD
Gray, Cal	Connie	Centreville	MD
Grunewald, James	Corinne	Clifton	VA
Francis, Edward J.		Falls Church	VA
Hamilton, Jim	Kathleen	Colora	MD
Keske, Dieter	Katharine	Fredericksburg	VA
Kirkwood, Stephen J.		Falls Church	VA
Miller, Robert	Shirley	Herndon	VA
Mullane, Daniel		McLean	VA
Niemeyer, Gary		Oakton	VA
Peterson, Lee A.	Sue Kennedy	Rose Haven	MD
Pittman, William	William Marvin	University Park	MD
Preston, Jim	Nancy	Vienna	VA
Redfern, William	Mary Ellen	Silver Spring	MD
Reed, Dan	Heather	Hamburg	PA
Riddick, John E.	Marie O.	Lothian	MD
Ruby, Karen T.		Temple Hills	MD
Spears, Russell	Solange	Chevy Chase	MD
Tilden Sr., James A.	Donna	Farmville	VA
Wiest, Ryan L.		Clarksville	MD
Yarnell, Harry	Carol	Perryman	MD



Cadillac & LaSalle Club Potomac Region Caddie Chronicle February 2007



JOAN JETT LOVES CADILLAC TOO STORY & PHOTOS BY AARON J. HARRIS



Kenny Laguna's 1976 Coupe DeVille

When legendary rocker Joan Jett began her solo career, she was turned down by every major record label (at a time when there were two dozen of them!). So Joan and business/songwriting partner and producer Kenny Laguna set out to form their own record company, manufacturing albums and selling them out of the trunk of Kenny's 1976 Coupe DeVille. The Caddy served as a touring vehicle for the band and the first 'office' of their burgeoning company. Blackheart Records was born.

Check out this short film that takes an in-depth look into the musical career of Joan Jett:
http://www.youtube.com/watch?v=ykoHq_KXc6c

In 1982, Joan's **"I Love Rock 'N Roll"** was a number one hit in the US for eight weeks and served as an anthem for the original MTV generation. She has been a consistent supporter of the US Armed Forces and has toured for the USO for over 20 years. Also a huge sports fan, Joan remained actively involved in the sports world. Her cover of **"Love Is All Around"** (the theme song of The Mary Tyler Moore Show) became an anthem in women's sports and was used by the NCAA to promote the Women's Final Four, as well as the song "Unfinished Business" which was never commercially released.





Cadillac & LaSalle Club Potomac Region Caddie Chronicle February 2007



The "Mary Tyler Moore" song went into heavy radio play and became a number one requested song without an existing support CD. Jett supplied theme songs for the premiere ESPN X-Games and has contributed music to all the games since. **She has also sung the national anthem at Baltimore Orioles' games and presented a gift to Cal Ripken Jr. at the game in which he broke Lou Gehrig's consecutive game streak in 1995 (congratulations to Cal who was recently selected into the Baseball Hall of Fame!).**



And the story continues...2006 saw the release of a new album (Sinner), a headlining spot on the Warped Tour and one of the most memorable videos of the year ("A.C.D.C" feat. Carmen Electra).

2007 begins with a new video for "**Change The World.**" To get a first look at Joan Jett and the Blackhearts's new video, click here: <http://www.youtube.com/watch?v=vXZEpt7mbgY>.

For more information and to see the full-length video for "Change The World", visit: http://www.mycadillacstory.com/index.html?jumpVideoIndex=joanJett_4

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Cadillac & LaSalle Club Potomac Region Caddie Chronicle February 2007



**1935 LASALLE EXALTED AS THE MOST BEAUTIFUL CAR EVER BUILT
STORY BY VERN PARKER
PHOTOS BY KAREN RUBY
THE WASHINGTON TIMES
© APRIL 28, 2000**



**Randy Denchfield and family brought their
1935 LaSalle to the 2006 Potomac Hunt Races**

Upon reflection, Randy Denchfield said, "I educated myself for eight years." As the 1980s drew to a close, he yearned for a special antique car. The problem: He didn't know which one. That's when his antique automobile education commenced. After viewing countless antique cars at various shows and auctions - as well as reading myriad publications about antique cars -- he began to appreciate certain makes, models and years of manufacture more than others. Eventually, he narrowed his search to cars made during the 1930s.

"That's when the most beautiful cars were built," he opines. Denchfield determined that the car of his dreams would have headlights in buckets, a rumble seat, dual side-mounted spare tires and running boards. During the 14 years of manufacture -- from 1927 to 1940 -- it has been argued that LaSalle never made an ugly car. Since Denchfield agreed with that assessment, he began actively searching for a LaSalle, preferably a 1935 model, although a 1934 would be acceptable. Since a total of only 7,195 LaSallees were built in 1934 and 8,651 in 1935, the search was expected to be arduous. How many of the 15,846 LaSallees from those two years survived was a mystery figure.

After investigating a few cars, which proved to be disappointing, Denchfield saw an ad for a 1935 LaSalle in Huntington, W.Va. He responded to the ad with a telephone call, asking the owner to send photographs. "No," the owner replied. "You're so close you can drive up to see the car." After receiving such a reception, Denchfield, not expecting much of a car, took his teen-age son Ryan for a February road trip to West Virginia. The owner had backed the car in the garage so the father and son Denchfield team could receive the full visual effect of the long nose of the 1935 LaSalle when the garage door was opened. "My heart just stopped," Ryan said.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle February 2007



Denchfield was equally smitten by the impressive beauty and fine details of the 1935 LaSalle, seemingly staring back at him. He was especially attracted by the low (9 inches top to bottom) V-shaped windshield. The car met all of his requirements, Denchfield said, plus it had suicide-hinged doors and the top went down. Both father and son were excited about the 1935 LaSalle rumble seat roadster. They managed to keep cool and returned to their Chevy Chase, Md., home. During the next three months Denchfield negotiated with the owner via telephone before they agreed upon a price. The owner even volunteered to deliver the car on the back of his truck to Denchfield on the next Wednesday, April 29.

The date should have triggered an alert: It was the birthday of Denchfield's wife, Susan. However, it didn't. Even so, Denchfield was certain his wife wouldn't mind if a truck delivered a car to their home on her special day. She was not overly thrilled when a truck appeared at their address. She was even less than thrilled when the antique car it was carrying wouldn't start. As her husband was pushing the handsome car into the garage, she asked a question that should have been asked before – "Does this car run?" "I don't know," Denchfield replied. "Just look at the style - it doesn't need to run." A faulty accelerator pump was the culprit and, once the carburetor was rebuilt, the LaSalle has functioned perfectly for more than two years.

Research indicates Denchfield is the fourth owner of the LaSalle, which sold new with a base price of \$1,325. The original owner sold the car after 20 years to the second owner, who had the car painted maroon and black with matching upholstery. Another 20 years passed before the third owner took possession for the next 23 years when Denchfield purchased the LaSalle two years ago. It has been strictly a fun vehicle.

Denchfield is always looking for an excuse to climb behind the three-spoke banjo steering wheel, release the floor-mounted brake and go for a drive. Beneath the long, narrow hood is a 248-cubic-inch straight-eight-cylinder engine cranking out a smooth 105 horsepower. Only the 1934-35-36 LaSalle were powered by straight-eight-cylinder engines; all the rest had Cadillac V-8 engines. The LaSalle is complete, even down to the LaSalle hubcaps and distinctive taillight lenses. Taking the place of traditional louvers on each side of the engine hood are five chrome portholes, each with a dozen slots to help keep the engine running cool. The top is easily lowered, and Ryan and his sisters Robyn and Regan are always eager to walk up the steps on the right rear fender that led to the rumble seat. With his wife beside him, Denchfield explains the beauty of the LaSalle rumble seat roadster.



**The Denchfields picnicking at the
2006 Potomac Hunt Races**

"The whole family jumps in and we go. We don't get fussy about it."

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Cadillac & LaSalle Club Potomac Region Caddie Chronicle February 2007



1956 ELDORADO SEVILLE STORY & PHOTO BY SAL BUFFA

Abilio Henriques, a grocer from Solvay New York, bought a 1956 Eldorado Seville in May 1956 from Spector Cadillac in Syracuse New York. This car was like a trophy to him and he only used it sparingly. When he died in 1971, the owners of the funeral home, who were in charge of the burial, bought the car from his step-daughter. The funeral home owners, two brothers who are friends of mine, showed me the car after they bought it. ***The car was magnificent!***

In May 2003, I asked them if they still have the car. They said yes so I went to see it in storage. The car may have been driven a few times over the years, but not much. Mostly it was left to deteriorate. I told them how much it upset me to see the car like that. Two weeks later they called me and told me they were going to sell it. ***The car only had 26,000 original miles on it.*** So I bought it and had it towed home.

Since then, I have done my best to keep everything as original as possible. I had to replace the top and the front windshield. Also, the front and rear bumpers were re-chromed. I have done a lot to this car but it has been a labor of love. The car today is a show piece work of art.

Every time I get behind the wheel of this magnificent car, it brings me back to when I was sixteen years old and my dad teaching me to drive his 1954 Cadillac Series 62 sedan.



**Sal & Donna Buffa with their 1956 Eldorado Seville at the
2006 Fall Capitol Cadillac / CLC Potomac Region Car Show
*"Eldorado Extravaganza"***



Cadillac & LaSalle Club Potomac Region Caddie Chronicle February 2007



GOING CROSS-COUNTRY IN A 1965 DEVILLE CONVERTIBLE – PART 3 BY DON MICHAELS

Parts 1 & 2 chronicled Don's cross-country journey in Doris, his '65 Caddy, from D.C. to Idaho.

It was late afternoon, Thursday, August 16th, when John and I left Twin Falls, Idaho, and headed south on U.S. 93 to pick up I-80 west. We faced another 300 miles before reaching Winnemucca, Nevada, our next stopover. The northern part of Nevada was not particularly scenic, but there were things of note along the way. We stopped for dinner at a restaurant near Wells, taking note that its name was the same as that on a billboard we passed earlier promoting a 'gentlemen's club.' I found a bit of irony in that – a brothel and a steakhouse jointly owned. Excitement for the rest of the drive that evening consisted of occasionally spotting smoke on the distant horizon and as night fell, the appearance of flames with it. There were reports of wildfires in parts of Nevada so we assumed that was what we saw. We arrived in Winnemucca just as the motel owner was getting ready to lock the door and go to bed.

The next morning we had breakfast at a nearby casino. The food was good, plentiful and cheap. It's apparently a common lure casinos use to attract diners who will then follow up a good meal with a turn or two at the slots. We resisted the temptation in favor of an early start on the road to California and a stop at Lake Tahoe before heading on to San Francisco. A few hours later we crossed into California. The sun was out, the weather was mild, the top was down, and the beauty of the Sierra Nevada Mountains reminded me that California never seems to disappoint.



**Icons of a bygone era
Photo by John Yanson**

It was lunchtime as we approached the turnoff from I-80 at Truckee, California, to head south to Lake Tahoe. Our friend in San Francisco had alerted us to a diner in Truckee that he thought we'd like, so that's where we headed for lunch. We didn't think the food rated much more than one-and-a-half spoons, but it was a fun experience. The diner had been relocated to Truckee from West Chester, Pennsylvania, by new owners, in 1995.

Since Doris was of the same era, we thought it fitting to take a photo of her in front of the diner. From there we drove the length of Lake Tahoe, stopping at several vantage points to take in the beauty of the lake and its surroundings. At the base of the lake we picked up U.S. scenic route 50 over the mountains and into Sacramento, where we joined up with I-80 into San Francisco.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle February 2007



Traffic was heavy, but it zipped along and we made it into the city around 9:30. As we approached our friend's home in the Castro area, we faced the challenge of finding a parking spot for a car Doris' size. But, we found one just a block away, on a level part of the street – a rarity in the hilly Castro area. I was lauding Doris' parking karma, until I spied a sign at the end of the block revealing that street cleaning would take place on that side of the street early the next morning. I knew how difficult it would be to find another spot like it so I decided to take my chances. But, sure enough, the next morning I was greeted with a \$40 ticket on her windshield. A small price to pay, I figured, since she wound up parked there for most of my week's stay.

John and I spent the next day relaxing and sight-seeing. He caught a flight back to D.C. the next day. I spent another week in San Francisco with a respite from driving – taking in a San Francisco Giants game, running in Golden Gate Park, shopping downtown and being graciously hosted and well fed by my friend Larry. At the end of the week, my friend Jim flew in from D.C. to join up with me for a much-anticipated drive down the scenic coastal Route 1. Sunday morning, the 27th, Jim and I packed our bags, loaded up Doris, and headed west through Golden Gate Park to Route 1, heading south to San Diego, the final stop of my nearly four week odyssey.

This was my third time driving the route, but it was the first time for Jim and sharing in his excitement and awe of the incredibly beautiful scenery made it seem like a new adventure for me. It was a chilly day and we took note that from Half Moon Bay down to Santa Cruz there were few beachgoers; it also meant little in the way of top down time with Doris. After a late lunch in Santa Cruz, we headed to Monterey where we drove the privately owned 17-mile scenic road, gawked at the multi-million dollar homes and wound our way through the renowned Pebble Beach Golf Course, which was practically deserted. Although it was now early evening we decided to keep going so we could



**Taking a rest at Big Sur
Photo by Jim Lamont**

experience sunset from the vantage point of Big Sur. Before we made it past the Big Sur area darkness fell which made negotiating the winding mountain road and its tight turns in pitch black surroundings a challenge – less for Doris than it was for me! Once we were back onto flat open road we found a motel in the town of San Simeon and a Mexican restaurant where the food was good but where they only offered wine Margaritas. We were both ready for something stronger but that would have to wait for another time.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle February 2007



The next morning we stopped in nearby Cambria for breakfast and for what turned out to be the most expensive fuel stop of my entire trip - \$3.859 per gallon. The weather was balmy, so down went the top as we set out for L.A. Along the way we stopped at the town of Morro Bay hoping to visit the Morro Bay Vineyard, source of one of our favorite cabernets. But after several futile attempts to find it, a local wine shop proprietor informed us that it was just a private labeler whose source of grapes was only remotely close to Morro Bay. Our next stop was Santa Barbara, where we spent a couple hours window shopping downtown and driving through the pricey hilltop neighborhoods where the appearance of the homes clearly suggested to us that this is where the other half lives – or more plausibly, the other 1%! Our closest brush with that lifestyle was booking a AAA-priced room at the Ramada Hotel in West Hollywood that evening.

We made a quick exit from Los Angeles the next day. Jim was not at all impressed with L.A. and had no desire to see more of it, which was OK with me because I was getting anxious to get to San Diego. But, we had one more stop along the way. A CLC member in Huntington Beach had seen my for-sale ad for Doris in ***The Self-Starter*** and we had arranged that I'd stop at his place of business that day so he could look her over. Doris is in good shape, but there is still more to be done to bring her up to showroom-like quality, so I was hoping for a buyer that would have a keen interest in doing that. This guy had already restored a 1950's vintage Caddy and it was a beautiful sight to behold, so I felt Doris would be in good hands with him. But, after looking her over he expressed reservations and said he wanted some time to think about it. I wasn't disappointed, because I dreaded facing the moment when I might have to decide to part with Doris. And she was making it more difficult for me to do so: In Monterey, her fuel gauge stopped working; In Santa Barbara, a screw holding the leather door pull on the driver's side door popped out and wouldn't stay in; and, in L.A., the climate control stopped working. As illogical as it seems, I felt Doris was trying to tell me something. We headed back out with the top down and Doris purring contentedly as we meandered through more picture perfect coastal towns.

By now, my mind wasn't so much on the scenery as it was flooded with memories of my good times with Doris. My first trip down the California coast was in Doris in 1988. My friend Brian, who lived in San Diego, owned her at the time. He bought her from a private owner and was in the process of restoring her – and enjoying her. He drove to San Francisco to meet up with John and me and the three of us made that trip together, and I fell irreparably in love with Doris. Several years later I was reunited with her, but under very sad circumstances. Brian had passed away in the spring of 1991 and John and I flew to San Diego for his memorial service, an outdoor occasion in which Doris participated with her presence. I had arranged with Brian's partner – also named Brian - to buy Doris, and John and I drove her to D.C. for the return trip.

My plan for Doris after this trip was to find a suitable place in San Diego to store her and leave her there if I didn't sell her. I figured I could get a friend to start her up and take her for a spin occasionally, but at least get her out on my periodic trips to San Diego. This wasn't ideal because she'd sit for long periods of time, but it was a plan. However, fate was to intervene.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle February 2007



I've stayed in touch with Brian over the years, and shortly after Jim and I arrived in San Diego he invited us to his house for a cookout. Another guest that evening, Russ, had heard about Doris and was excited to see her for the first time. So excited, in fact, he flat out said he would buy her. Not being fully prepared for this moment of truth, I was caught off guard and put off talk about it for another time. But, a couple days later he called asking to take Doris for a drive and was more excited than ever, talking about the things he'd want to do with her. A week later, after much soul-searching, I accompanied him to the Dept. of Motor Vehicles and made it official. Doris was no longer mine. Two days later I was flying home to D.C. and an empty garage. Do I have regrets? Yes and no. The emotional side of me says "yes;" the rational side of me says "it was time." Will I ever feel it was the right thing for me to do? Only time will tell. In the meantime, Russ offered visitation rights when I'm in San Diego; I have lots of photos; and now, these chronicles of a very special cross country trip. But, most of all I have memories – lots and lots of really fond memories.



**Sunset in San Diego
Photo by Don Michaels**

<i>Trip Stats</i>	<i>Doris Stats</i>
324.50 gallons gas used	1965 DeVille Convertible
\$1,070.01 total spent on gas	429 cu in, V-8 engine
\$3.297/gallon average cost	340 Horsepower
13.22 miles/gallon	4,886 lbs., curb weight
4,289 miles traveled	Length: 18' 8" Width 6' 8"
\$1,028.84 servicing/repairs before and after trip	Built on February 16, 1965
\$5,453.14 total trip cost (lodging, meals, gas, repairs, parking tickets, etc.)	\$5,438 list price in 1965



Cadillac & LaSalle Club Potomac Region Caddie Chronicle February 2007



BRING THE CADILLAC BACK STORY & PHOTOS BY SHAYNE BROWN

My name is Shayne Brown and I'm a Mortgage Broker and Realtor in San Antonio, Texas. My idea is simple: Raise enough money to restore my father's 1959 Cadillac Eldorado Biarritz convertible to its original factory condition and give it to him for his 69th birthday. I plan on using a grass roots marketing effort on a worldwide basis to reach my goal. Oh...and I intend to do all of this in 6 months...without him knowing. How's that for a challenge?



The picture that you're looking at above was actually scanned from an old Polaroid negative that my father found while looking through family pictures. At 38 years old, I actually have no memory of ever seeing the car in running condition or for that matter, in one piece. According to my father, this picture was actually taken in the late '60's or early '70's at a friend's house. You can see the '66 Mustang in the background and from memory; my father recalls that to have been a nice **new** car.

For as long as I can remember, the '59 Eldo has been a work in progress. The most progress that was ever made on the car was in the summer of 1994 shortly after my brother (his youngest son) took his own life. We both poured our hearts and souls into working on that car night after night that summer. I think it helped us both work through a very difficult time in our lives. Some people would say that we were escaping from the reality of what had just happened. Those of you who love working on old cars will know that it was simply our form of therapy. That summer, we were able to spend some quality time together for the first time in quite a while. At the same time, I was helping him get a little closer to his dream. Unfortunately the work stopped when the fall semester started back up and in the nearly 13 years since, not much has been done to the car. At the time, it seemed like we made a great deal of headway on the car, but, in reality, we hardly put a dent into what needs to be done. As good of a job as I thought we were doing then, I know now that all of the work we did needs to be redone.

In the years before my brother died my dad would say, **"As soon as I finish this project.....then I'm going to start working on the Cadillac."** Unfortunately, as the saying goes, "life is what happens when you're making plans." It seems as if something would always crop up and get in the way of making that dream a reality: unexpected medical bills, unexpected home or car repairs, etc. Yes, Murphy's Law was always present too. For whatever reason there was just never the right combination of money and time to do the car justice and have it restored to its original factory condition. Occasionally he would purchase a part he knew he needed or go to a car show and get reinvigorated to finish the car but resources were thin and when push came to shove, the work stopped.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle February 2007



As for the car itself I have included a few details below for the purists out there. Classic cars don't come much better than this.

Engine Year and Series:	59 E 014233
Engine Unit:	QK 14479
Body:	155
Outlet Code:	DAL (Dallas, TX)
Order #:	192 Style: E
Tire Brand:	U (UniRoyal)
Color:	98 - Persian Sand
Trim Top Code:	1 (Ivory)
Trim Upholstery Code:	18 (Prairie Plum)
Total Production:	1,320 (Only 409 were produced with Factory A/C) see letter from Cadillac on page 18
Original Miles:	62,926

Additional Features ordered from the Factory Include: Factory A/C, Cruise Control, EZ-Eyeglass, Autronic Eye Highbeam Dimmer, Two License Plate Frames, and Z Code Anti-Freeze.

One final item that you will notice on this car is the additional chrome strip down the side of the car. There is some question as to whether this was a 'dealer add' piece or was somehow custom ordered from the factory. It is not reflected on the build sheet but the chrome strip is the same design and type as all of the other chrome on the car which would be somewhat unusual for a dealer added piece. Standard Eldorado Biarritz Convertible features include: White Sidewall Tires, Heater, Radio, Fog Lamps, Eldorado Engine, Power Window Regulators, Power Vent Window Regulators, Electric Door Locks, 6-Way Seat Adjuster, Trunk Lock, License Frames, Spare Tire Cover, Gear Ratio 3.21-1.

Below are some pictures of the Cadillac as she is today. You can see that some work has been done but there is still so much to do to bring this beauty back to life.



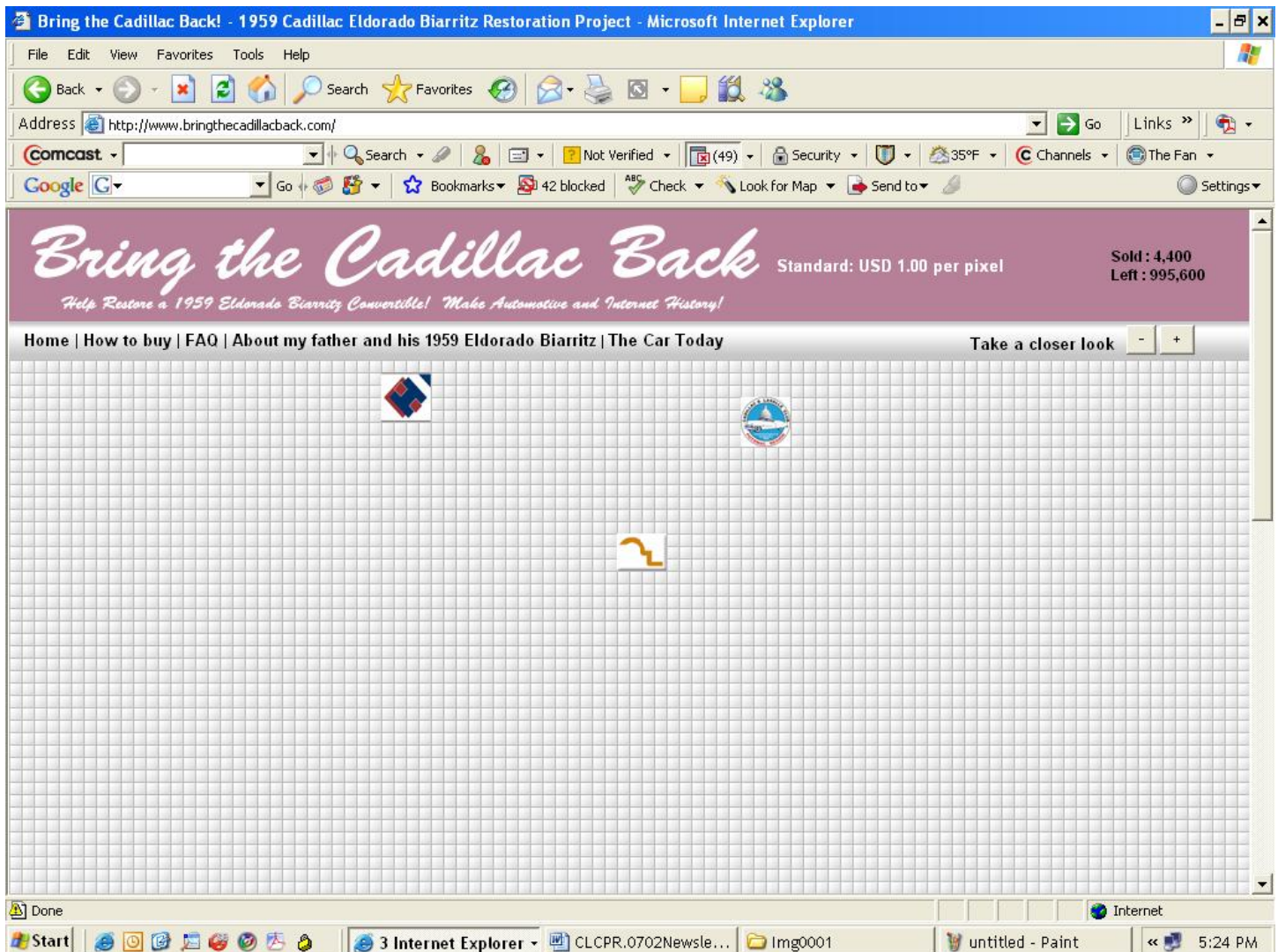


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How I Will Raise Money?

Money will be raised in a couple of ways. The pixels on the webpage that has been created (www.bringthecadillacback.com) will be sold for \$1 each. Pixels are available in a minimum block size of 10x10 pixels (100 pixels for \$100) as anything smaller would be too small to be effective. You can purchase as many pixels as you'd like in the 10x10 blocks. With a total of one million pixels at a dollar each, you can do the math to come up with \$1 million dollars. Or alternatively, you can donate parts or services of some kind. If you choose to donate parts or services, I ask that you provide a conservative estimate for the cost of those services. I'll then use that dollar amount to determine the size of pixel blocks you are owed and a block of that size will be displayed on the **"Bring the Cadillac Back"** homepage (see image below). For example \$500 worth of parts earns 500 pixels. It's pretty simple really.





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If you are interested in purchasing advertising space, please visit the website for more information. The 1959 Cadillac Eldorado Biarritz convertible is essentially nostalgic Americana at its best. It isn't as much a car as it is a rolling masterpiece made up of the automotive swag of 1959. The Biarritz has a glitz and glam like no other car in history. The fins...the tail lights...the chrome...there is simply nothing else like the 1959 Eldorado!

Thanks for your interest and support!



September 27, 1972

Mr. Billy Brown
[REDACTED]

Dear Mr. Brown:


This will acknowledge your recent letter which has reference to your 1959 Cadillac Eldorado convertible.

At the outset, Mr. Brown, we would like Cadillac owners to be completely satisfied with their automobiles at all times. We have reviewed our production records which indicate that there were 1,320 model 6467 Eldorado convertibles produced during the 1959 model year. In addition, 409 of these had the air conditioning option.

We have also enclosed a 1959 Cadillac Owner's Manual which should be of further assistance in answering any questions that you may have.

Thank you for giving me this opportunity to be of assistance to you.

Very truly yours,


D. A. Stanbury
Customer Services

-br
Encl.



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CADDIE CLASSIFIEDS

Cars For Sale

1972 Limousine – Seamist green with black interior - 44K miles – Exterior relatively good shape – Interior perfect – Runs well – <http://www.clcpotomacregion.org/72cadillacforsale.htm> for pictures - **Asking \$4,850** – For more info, contact Jay Burger, Capitol Cadillac, at 301-441-9600 – Car is located in Maryland

Merchandise For Sale



NEW ITEMS: Cadillac Clock & Cadillac Thermometer

- Both are 12.5 inches in Diameter
- Offered for sale by the **CLC Rocky Mountain Region**

Clock is \$20 + Shipping and Thermometer is \$17.50 + Shipping

To order, contact John H. Cullinan at 800-580-6747 or juancull@aol.com – For larger pictures, visit www.clcpotomacregion.org/merchandiseforsale.htm



NEW ITEMS: CLC Potomac Region Logo Watches

- 18k Gold-Plated (2 micron) with Solid Brass Case
- Quality Quartz Movement (from the factories of Seiko Instruments)
- Top-Quality Padded & Stitched Genuine Leather Strap
- Gold w/ Brown Band or Silver w/ Black Band
- Gift Box Included

\$40 (includes \$5 for Shipping)

To order, send \$40 to Harry Scott – 14421 Aden Rd – Nokesville VA - 20181-3122 (indicate color combination)

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 info, visit www.automobilagreetingcards@zoomshare.com or contact Nancy Hotz at NansCaddy@aol.com or 856-429-0641



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"The Cadillac Specialists"
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**10% discount to CLC Members
on all parts orders over \$500
Call for Details**



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