



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

January 2008



DIRECTOR'S MESSAGE BY VINCE TALIANO

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NEWSLETTER COLUMNIST
RICHARD SILLS

Happy New Year everyone! Hope everyone had a healthy and happy holiday season. 2008 is another special year in our hobby. It marks the 100th Anniversary of General Motors. I am certain there will be many events across the country commemorating this anniversary. One that I know of is the 34th Annual Metro Chapter Buick Club All-GM Show in Rockville, MD on Saturday August 9th. Cory Correll and the Buick guys are planning a special event. As other events become known, we will add them to our calendar.

Our 2008 Membership Drive has been going well. The majority of our 2007 Potomac Region members have renewed for 2008 and we have successfully recruited quite a few new members including **John Tyson, Winchester, VA; James R. Hickey, Ellicott City MD; Calvin Liang, Silver Spring, MD and Seth D. Martin, Washington, DC.** If you haven't renewed or never received a pre-printed application in the US Mail, please let us know and we will send you another one. If you did receive it but haven't paid your dues yet, please send it in as soon as possible to ensure that you continue to receive the **Caddie Chronicle** without interruption. Starting in early January, Membership Chairman Richard Sisson will be contacting last year's members who haven't renewed for 2008.

Congratulations to CLC Potomac Region Member Bill Anderson of Gambrills, Maryland, who was recently appointed the CLC's new Director of Technical Services replacing Fredus "Pete" Peters of Fort Wayne, Indiana (thanks to Pete for serving as Director for 15 years). Bill has been a CLC Member since 1994 and a technical advisor for 1976-79 Sevilles since purchasing and refreshing a '79 Seville Elegante in the late 1990s. Bill is also a columnist for **Old Cars Weekly** - "Restoration Basics" - and The Riview (the magazine of the Buick Riviera Owners). Read more about Bill in the January issue of **The Self-Starter**.



Look forward to seeing everyone at an event in 2008!

Vince Taliano



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2008 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Jan 12-20 Sat-Sun		Barrett-Jackson Auction	Scottsdale AZ	www.barrett-jackson.com
Jan 17-18 Thu-Fri		CLC Winter Board Meetings	Scottsdale Resort and Athletic Club Scottsdale AZ	CLC Office at 614-478-4622 or www.cadillaclasalleclub.org
Jan 21 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	White Flint Mall Rockville MD	Vince Taliano at 301-258-8321 or vincetaliano@clcpotomacregion.org
Jan 26 Sat	7:00 am – 3:00 pm	20th Annual AACA Bay Country Region Winter Parts Meet	Governors Hall Sailwinds Park Cambridge MD	Ed Nabb Jr. at (w) 410-228-5252, (h) 410-228-0758 or hnnabb@automatedcomputers.com
Feb 18 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Silver Diner Merrifield VA	Vince Taliano at 301-258-8321 or vincetaliano@clcpotomacregion.org
Feb 28- Mar 2 Thu-Sun		35th Annual Atlantic City Classic Car Auction	Atlantic City Convention Center Atlantic City NJ	G. Potter King, Inc. at 800-227-3868 or www.aaclassiccars.com
Mar 17 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	White Flint Mall Rockville MD	Vince Taliano at 301-258-8321 or vincetaliano@clcpotomacregion.org
May 4 Sun	9:00 am – 3:00 pm	17th Annual Capitol Cadillac 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 15-17 Thu-Sat		AACA Eastern Spring Meet Hosted by Queen City Region	Flintstone MD	Don Reid at 301-729-1653 or local.aaca.org/queencity/
May 22-25 Thu-Sun		2008 Cadillac Grand European	Hotel am Technik Museum Speyer Germany	Wilhelm Doering at 49-221-3703-221 or Wilhelm_Doering@yahoo.de / Sigrid Hofmann at 49-6152-910935 or Hofmann_Family@t-online.de www.clcnorcal.com
Jun 1-6 Sun-Fri		CLC National Driving Tour Hosted by Northern California Region	Sierra Nevada Mountains California	
Jul 12 Sat		CLC Inter-Regional Meet Sponsored by Central PA Region and Upper Susquehanna Region	AACA Museum Hershey PA	Art Archambeault at 717-671-8768 or jandainpa2002@yahoo.com
Aug 9 Sat	10:00 am – 3:00 pm	34th Annual Metro Chapter Buick Club All-GM Show: Celebrating 100 Years of GM	Montgomery College Rockville MD	Cory Correll at 240-686-0229 or corydraw@starpower.net
Aug 12-16 Tue-Sat		CLC Grand National Meet Hosted by Valley Forge Region	Cherry Hill NJ	www.vfrclc.org/GN08.htm

Rooms are filling up fast for the Atlantic City Auction and the CLC Grand National. Make your reservations as soon as possible!



It is not too soon to donate items for our Annual Automobilia Auction to be held on Sunday May 4th. If you have items that you would like to donate, please contact George Boxley at 301-261-5634 or georgeboxley@verizon.net. Pick-up service available in many areas!



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2008 Cadillac Grand European Jahrestreffen des Classic Cadillac Club, D.e.V. am Technik Museum in Speyer, 22.-25. Mai 2008

TECHNIK MUSEUM SPEYER

Classic Cadillac Club
Deutschland e.V.

Mitgliedschaft im Cadillac & LaSalle-Club, Inc. oder einem befreundeten Cadillac-Club für die Teilnahme erforderlich!
Program:
Do. 22 Anreise, Museumsbesuch, Präsentation
Fr. 23 Ausfahrt in die Pfalz, Bootstour
Sa. 24 Ausfahrt zum Technik Museum Sinsheim
So. 25 Pokalvergabe und Defilee, Abschied

You must be a member with the Cadillac & LaSalle-Club, Inc. or one of its affiliates to participate!
Program:
Thu 22 Arrival, Museum Tour, Car presentation
Fri 23 Palatinate driving tour, dinner cruise
Sat 24 Sinsheim Technik Museum
Sun 25 Award Ceremony & Drive-by, Farewell

www.cadillac-club.de • www.technik-museum.de
www.cadillaclasalleclub.org



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2007 POTOMAC REGION FALL DRIVING TOUR BY STEVEN SISSON



**Fall Driving Tour Attendees
Photo by Chuck Piel**

During the first weekend of November, the weather gods continued to smile on our group of Cadillac caravaners. Although it was still pretty early, 9:30 AM, when we arrived at the large parking lot adjacent to the Burtonsville Shopping Center in Burtonsville, MD, it was pleasantly cool, and the sun was out in full force. The combination of the sun and the temperature was perfect for getting 14 cars and 25 people out for our Potomac Region Fall Tour. Upon arriving, I first thought no one was there because our cars were scattered all around, but I soon spotted Henry & Diane Ruby waving at me. I also soon spotted a large contingent of Morris Mini cars assembled at the north end of the parking lot where I wanted us to depart. I marveled at the organizational skills of their leader and made a mental note to make stronger words about where we were going to assemble for future tours.

Even this late in the season this well known Sunday morning cruise-in is still very popular. Named after the Dunkin Donuts on the corner of the shopping center and the timing of the event, 8 AM to 10 AM on Sunday mornings, this gathering spot has come to be known as the **"Church of the Holy Donut."** During the warmer months, there are a lot of "church" goers, 200 or so, with every kind of car you can imagine represented. The cruise-in tends to lean heavily on performance cars, with many street rods, customs, hot rods and Corvettes on hand. But there are always a few stock collector cars on hand as well; maybe even a Cadillac or two. On this Sunday, there were 12 of our club's tour Cadillacs on display, plus two other non-members' cars; one owner provided his mailing information to us so we may have a new member in the wings.

Visit us on the web!
www.clcpotomacregion.org



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We got underway at 10:30 AM, with me leading the Cadillacs, Jim & Margaret Beans trailing toward the end of the line in their Lincoln Towncar, and Tom McQueen and Jack McClow in Tom's '61 Buick LeSabre Convertible ending the caravan. Other than a slight misunderstanding about the directions when we came to a roundabout traffic circle, the ride north on Route 29 toward Ellicott City was beautiful and uneventful.



**Visit to the B&O Train Museum
Ellicott City MD
Photo by Steven Sisson**

Once arriving at the restored B&O Train Station in Ellicott City, there was a lot of maneuvering around to get all the cars parked and to come up with the many quarters needed to feed the city meters for our one hour visit. Once inside we were able to read about this being the first railroad passenger station on the B&O line that ran from Baltimore to Frederick, and to view several of the restored station areas. In a nearby building we were treated to a fine HO scale train layout modeled after the first 13 miles of the rail line. The layout had several operating trains and was accompanied by a short movie explaining the design, the hardware, and the services the railroad performed in its early years. The passenger part of the station was in use up to 1959, and daily freight trains still pass by to this day.

When it was getting time to leave, Chuck Piel, who lives nearby, escorted us a short distance to view the adjoining tracks trestle support system where high water marks can be seen on the beams. Over the years, various storms have caused the nearby Patapsco River to flood the area around the station; from where we were standing, one high water mark was approximately twenty feet above our heads (remnants of Hurricane Agnes in 1972).

Underway again, we headed over numerous western suburban streets and roads of Baltimore County to arrive in Owings Mills and the Collector Car Corral, a large 30,000 square foot, state-of-the-art, climate-controlled and secure storage facility for valuable automobiles and other assorted vehicles. Before rushing for the deli sandwich lunches waiting inside, we were able to get everyone to line up outside the entrance for a group photo. Then there was a dash for nourishment.

The sandwiches, accompanied by chips, pickles, fruit and cookies disappeared in about 20 minutes. At this time our host and owner of the facility, Randy Moss, made a presentation about the origin of the Corral. He generated a lot of enthusiasm about the concept, the meeting room, the video game room and then the actual storage garage.



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There were about 40 cars on view. They ranged from two Model A Fords, one Buick 4-Door convertible, to late model Vipers, Porsches, Ferraris, Lamborghinis, and Corvettes. Randy told us eight or nine cars were out for exercise at the time, and that several of the area's largest collectors kept cars there, as did four of the Baltimore Ravens football players.

We talked about how ideal the facility would be for conducting a Baltimore area Monthly Meeting for the Potomac Region. Hopefully that will happen one evening in the future. When we had seen it all and asked all the questions we had on our minds, we returned to the first room, the Club Room, where we had started our tour. There Randy gave us much appreciated precise instructions about getting out of town and to the Baltimore Beltway for the trip home.

It was a fun day, much enjoyed by me and Margo, Henry and Diane Ruby, J. Roger Bentley, Woody Woodruff, Bryce Frey and Patricia Harden, Richard Sisson, Randy Denchfield, Jack McClow, Tom McQueen, Chuck and Deborah Piel, Mary Moscati, Jim and Margaret Beans, Elaine Dodson, Gary Bacon and Henry Sittner and their guests.

Randy Moss asked who had the oldest car on our tour and there was no contest: Bryce Frey with his '41 Convertible Coupe with Randy Denchfield following close behind with his '49 Series 62 Sedan. Before too long, the tour came to an end and everyone journeyed home without incident.



**Collector Car Corral
Owings Mills MD
Photo by Tom McQueen**



**Among the Cadillacs was Tom McQueen's 1961 Buick LeSabre Convertible
Photo by Tom McQueen**



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2007 POTOMAC REGION HOLIDAY GALA **STORY BY STEVEN SISSON**

PHOTOS BY RANDY & SUSAN DENCHFIELD, SANDY KEMPER AND MICHAEL VEILLEUX

It takes at least one full cup of coffee to really perk up on a lazy Sunday morning, but sometimes it just doesn't work out that way. You perk up quickly when you get a call that starts like this: "Sorry to bother you so early Mr. Sisson, this is Ira, the Catering Manager at the Hilton Silver Spring. We have had a main water pipe burst last night and we won't be able to use our kitchen to prepare your food today. I can suggest delaying your event until the following Sunday or moving it to a nearby hotel today."

Perked up by now, I answered, "We will have to move it!" Fortunately, I received a positive response. Ira asked for a telephone listing for all attendees. She said she and her staff would call the signed-up members and tell them that the Holiday Gala would be moved to the nearby Crowne Plaza hotel. I faxed the attendee list minus Vince Taliano and Harry Scott, who I called personally, to her. Every one received a call and out of a total of 45+ attendees, only four resulted in a voice message being left. Ira said they would post a notice at the desk for anyone who didn't get the message.

All seemed to be pretty much under control, so Margo and I proceeded with breakfast. A little into breakfast the phone rings and it's Vince saying we have to contact DJ Mikey too. I told him I didn't have that number so he would get to call him and redirect him to the Crowne Plaza. Vince said he would get right on it. I figured Margo and I should probably get there a little earlier than usual so I could see if in fact everything got moved and was in order. We did get there about 1:40 PM and after looking around and seeing the food, dressed tables, and the stocked bar, I figured things were looking good. The catering manager, Melvin Hazer, introduced himself, and said he thought everything was in order and wanted us to let him know if it wasn't, or if we needed anything else.



Holiday Gala Attendees



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Then I saw DJ Mikey setting up his equipment so I felt we were for sure on our way. Then, I suddenly got the feeling it must be time for an adult beverage. What a way to start our 4th Annual Holiday Gala! Soon after, others started arriving, the music started, and the place took on a festive look and sound. Contributing to the look were the many Christmas sweaters, hats and ties on our gala attendees. Some even had blinking green and red lights. Tom Alsop had on a Santa Hat that flipped its white ball from side to side. His hat was probably the hit of the party. The appetizers were good and the main course pasta dishes and roast beef were exceptional. I made one too many trips back, a fact that was a problem when I wanted to check out the four different deserts. I only made it through two. For a while, it was fairly quiet as everyone was busy filling and lifting their forks!



***"Santa baby, a '54 convertible too, light blue"
Lyrics from "Santa Baby" written by Joan Javits, Philip Springer and Tony Springer***



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Soon after, Vince took the microphone to offer a welcome, make a few announcements and point out that the **Legacy of LaSalle** DVD was up and running on his laptop for anyone to look at as they wished. Vince read a list of region and individual accomplishments in 2007 and then asked each one of the club officers and other key members to step forward to receive a special thank you for their efforts and a copy of the DVD produced by Vince and DJ Mikey. The remaining DVDs are available for sale for \$10 each plus shipping.

Then there was the ringing of bells and a hardy ho...ho...ho from our own Randy Denchfield dressed as Santa. He came to the front and took a seat while his trusty elf Susan set out presents for everyone in attendance. Each person was called up, sat on Santa's lap, had a photo taken and was given a present. I would like to think everyone went home happy with their gift after trading or not. Byron Alsop gifted a case of sparkling apple cider by distributing bottles to all of the tables. Much of it was gone by the end of the party, but we are sure some of the bottles went home for future enjoyment. Thank you Byron!



The guys got a turn too!

It was now time for one of our treats. DJ Mikey and Julia Scott picked out some songs and Julia entertained us with song for a good while. I overheard someone turn around at one point while saying, "I didn't know it was live." The person then stood up and listened with the rest of us. Thank you, Julia. It's always a treat to hear you sing.

While Vince was speaking, the rest of his family arrived; Robin, Jack and Michael. Both boys soon had gifts to take home. Santa was good to them, as they received big floor size racing vehicles equipped with friction motors. Wind them up and away they go. The kids were having a ball. It was fun to watch them, as we all know kids are great entertainers.

We want to thank Daniel Jobe, of Capitol Cadillac, Randy Denchfield and Mark Brodsky for giving Santa the many gifts. That's great guys.

It was a very nice affair, greatly enjoyed by all who attended. Hopefully more members will be able to fit it in next year.

To see more than 35 pictures of the gala, visit www.clcpotomacregion.org/2007pictures.htm.



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**¹DEALING WITH MAJOR LEAGUE BASEBALL IS NOT AS EASY AS ONE MIGHT THINK
STORY AND PHOTOS BY TOM MUSSON**

It took a major effort to get Willie Mays into Tony and Lynn Hiller's El Dorado!

The phone rang at 6 am and I had to take the call in the bathroom. The caller said he was from General Motors and he was looking for a pink Cadillac convertible for Willie Mays. "We'd prefer an El Dorado, about 1959 vintage, and it has to be pink." As I was waking up, I asked why a '59 model, and why pink, since most people know that Cadillac stopped making real pink production cars in 1956, with the possible exception of a few custom order pink cars in 1957. And why call me. I'm not a resource for finding cars for sale, especially a model and color that probably never existed. He finally introduced himself as John Rehm, GM's ultimate "go-fer" who gets called in at the last minute on high degree of difficulty tasks. "We need the car for the upcoming All Star Game in San Francisco and we want a pink Cadillac because Willie always had a custom order Cadillac during his playing days".

Before I even thought to ask him how he got my name for him to outsource his problem, I asked a more important question: "How much are the Giants willing to pay per day for such a car should one be found?" **"It's not the Giants footing the bill; it is Major League Baseball in New York and it'll be generous, you can count on that," he said.** "And we'll be sure to include some choice All Star seats in the bargain. We'll also include covered transportation from anywhere in the country." So far it was sounding OK. I decided to take up the search.

Later that morning I got on the phone calling people I knew who might be able to help. I spoke with Mike West in Wildomar (San Diego) and his first question was "would they consider a green '59". That's because Mike happens to own a green '59. "Nope, they insisted on pink."

Mike advised me to call Mike Grasso in San Diego who owned a pink '57. I contacted Mike who forwarded photos of his car. Three more calls resulted in more cars, some pink, some not quite pink, but all with photos. I was building up a decent photo array to forward to GM. Finally, Ed Cholakian reminded me of a car I should have thought of at the beginning – the beautiful desert rose '58 El Dorado Biarritz owned by Tony and Lynn Hiller in Los Angeles. The car wasn't exactly what they asked for, but it was as close as I thought we could get. I called Tony and Lynn and they were interested provided of course I could come up with complete details regarding insurance, transportation, security, responsibility and payment.



**Tony and Lynn Hiller's
1958 El Dorado Biarritz**

¹ Story original published in the November 2007 issue of *Crest & Wings*, the CLC's Southern California Region's newsletter.



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When I spoke with John Rehm later that day, he was impressed that results were coming in so fast, (he had been on the project for over a month with no results, and the All Star Game was only ten days away), and when I discovered that he couldn't answer most of my questions, I asked him for his contact with Major League Baseball. He couldn't wait to offload the project altogether. Now I was in contact directly with Josh Kleinman in New York City, who turned out to be a smiling New Yorker who was the perfect example of a "tell em anything they want to hear, but do what you want" kind of a guy. He agreed that the pay would be great and MLB would take total responsibility for everything. And, of course, great seats at the game as a throw-in. Just send the photos, which I did.

Josh and his committee of Marla, Heather, Brian and Brooke independently chose the Hiller '58 El Dorado. Now they wanted to meet and speak with the Hillers. At this point, Lynn and Tony asked me to shield them from the New York committee and take care of everything. During the next two days I learned a big lesson that at my age, I should have known all along. **When you've got everything they want, be sure and get everything you want in writing and trust no one until it happens.**

We got more per diem pay than they first offered. Per diem was now defined to also include transportation days and down time days. (It turned out to be seven days total.) I handled the transportation arrangements. The San Francisco Giants, (now in charge of getting the car to the venue), were going to ship the car by flatbed and then put it into a "holding pen" until the rehearsal on Saturday pending the game on Monday evening. We hired Horseless Carriage at \$3,500 to move the car both ways in a covered van from Los Angeles to San Francisco with the understanding that the Giants would provide locked and closed security at their facility, (This turned out not to be true. The Giants later said that they were never notified.)



**The journey begins from
Los Angeles to San Francisco**

When I was satisfied that everything was covered, I notified the Hillers to proceed. Just prior to the car being picked up, I had a lucky thought. I called the Horseless Carriage Dispatch Director in New Jersey and got the name and cell number of the driver. I later called the driver and asked him to call me when he was ready to deliver the car. This turned out to be a critical event. What I didn't do was get the ticket promise in writing. When I called "smiling Josh" in New York to remind him about the tickets, he said "no problem, I'll call you after we get the car in SF. And," he added, "If there are no seats to be had, I will get you playoff tickets in the American League city, such as Boston." All seemed golden, especially for me since half my family lives in Boston and all are avid Red Sox fans.



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Tony and Lynn had little interest in actually going to the All Star Game. Tony said he'd like to go only if they let him drive Willie around the park, since "my entire family in Illinois will be watching on TV on game night. I'd like to be able to wave to them," said Tony. In the meantime I got a frantic call from CLC member John Altamura who heard that neither Tony nor I would be going to the game – could he take the tickets instead? He even offered a generous payment for the seats, but of course, as we were soon to find out, there were no seats. And there were never any seats held for us.

The car arrived on Friday afternoon, and the driver called me to announce that no one was assigned to take custody of the car and no security was available that he could see. A call to "smiling Josh" got no results because Josh and his entire office were en route to the game, probably with the tickets originally intended for us. A call to John Rehm at GM resulted in "you wanted and now you've got the ball dude; don't bug us." Now I had to network my way up the management ladder at the San Francisco Giants to get the parking and security issue solved, all while the driver is sitting with the car in his truck at the gate. And I had to act fast because it was already 3 pm on a Friday. I hit pay dirt when I found an intelligent guy named Joe Fitzgerald, (with a heavy Boston accent). He both understood and empathized with the issues at hand and within a half hour solved the problem by faxing me a document naming the Giant's taking total responsibility of care, custody and control of the Hiller vehicle with a damage and replacement insurance policy of \$150,000. I then gave the driver permission to offload the car.

On Monday evening, after an hour of ceremony and just prior to the actual game, a tired looking Willie Mays stepped gingerly and awkwardly into the back seat of the pink '58 El Dorado for a quick ride around the stadium while Willie threw out some baseballs to the adoring fans.



**Baseball Legend Willie Mays
tossing baseballs to the fans**

Everyone watching this throughout the nation would never have dreamed what went into getting that car and Willie together for a six minute ride after the expenditure of thousands of dollars and hours of frustration amid various "fits and starts".

When the Red Sox made the playoffs, I called "smiling Josh" looking for seats at either Angel Stadium or Fenway Park and his answer was, "I don't remember saying that. Do you have an e-mail or note from me on that issue?"

Tom Musson lives in Yorba Linda, California. Tom has served as Director of the CLC Southern California Region and as Chairman of the 2006 CLC Grand National in Anaheim.



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***LOOKING GOOD IN MY NEIGHBORHOOD
STORY AND PHOTO BY JAMIE CHRISTIE***



Jamie Christie's 1959 Cadillac Series 62 four-window hardtop

Sometimes "business trips" turn into "monkey business" trips. It was just such a time in August of 1986, when I was in Minneapolis for business. With a little time to spare before my flight back to Virginia, I stopped by a collectible automobile dealer to see what might be on the floor for sale. After reviewing the selections up front, I spotted a car in the dim recesses of the dealership that really caught my eye – a 1959 Cadillac Series 62 four-window hardtop in glossy Dover white with a Groton Green interior. Although a Series 62, it was equipped more like you would expect to find a DeVille – air conditioning, power windows, 6-way power seat and cruise control, along with other usual Cadillac amenities. **That flat roof and panoramic rear window really got my attention.** Since I had the right checkbook, the one with a positive balance, the deal was consummated. Following a drive around the block, I noticed the A/C and cruise needed some work. We agreed that following the repair, I would pick the car up in a month on my next trip to the Twin Cities, and drive it back to Lynchburg.

True to schedule, I took delivery and began the ride south. Just as I crossed the Minnesota/Wisconsin border at the St. Croix River, it occurred to me that I had not checked the tires, brakes or any of the systems needed to get me home. As it turned out, I should have inspected the car more closely, as the wheel bearings and front brakes burned out in Milwaukee. My new pride and joy was up on the rack the first day of my possession. The rest of the ride was uneventful, except for the tell-tale odor of hot anti-freeze which I detected pulling into Indianapolis. Happily, it was only a loose hose clamp and not the water pump or worse.



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I continued on to a warm reception from the family, who were pleasantly surprised to find I had bought a real beauty that looked and ran just like new. Now that I had the car home, I began to research her history. The car had been on consignment in Minneapolis from Herb Karow, an Edina, MN technical advisor for the Cadillac & LaSalle Club for '59 Cadillacs, and current Central Region Vice President. Herb had bought the car from a man in Minneapolis who had owned it briefly after buying it from his neighbor, the original owner, Lloyd Hanson of Fargo, ND.

It was my privilege to visit with Mr. Hanson prior to his death. He was most gracious in filling in all the details about his ownership through 1984. Hanson bought the car new from Overvold Motors in Fargo in September of 1959. According to information supplied by Cadillac Historical Services, the car was built on July 17th of that year. The original window sticker, given to me by Hanson, shows no cruise control or air conditioning at the factory, and coincides with the body plate. The buyer's order and original invoice does include the notation for dealer installed cruise and A/C, which he decided after picking the car off the lot. Interestingly, the A/C installed by Overvold was the 1960 edition with the VENT setting (I have read elsewhere that this was a running change toward the end of the model run, and other late-built 1959s are also likely to have this system).

Mr. Hanson owned a first-rate service station in Fargo, and saw no reason to return to the dealer for warranty service. Therefore, I have the original owner-protection booklet made out to this car and its original owner, with all the service coupons intact (when visiting with Greg Wallace at the Cadillac Historic Collection, now part of the GM Heritage Center, Greg acknowledged he had never ever seen one of these booklets, particularly one so complete). I also have the owner's manual, service manuals and showroom literature, paint bulletins and miscellaneous other materials to accompany the car – everything except the dealer data book and showroom upholstery and paint binder.

The car is in excellent **original** condition. Herb Karow had the car repainted its original Dover White. The original interior is in excellent shape. I have had a water pump and exhaust pipe, as well as some hoses and minor tune-up items replaced or worked on. Fortunately, all else has stood the test of time very well. The car had 87,320 miles at the time of purchase, primarily due to Hanson's frequent trips across the Dakotas to Arizona, California and other West Coast points of interest. He and his family even visited the Seattle World's Fair in this car. Actual mileage has built up during trips to shows here in Virginia and North Carolina, and to the 1993 CLC Grand National in Lancaster, PA, but is still less than 100,000 miles since new.

According to information I obtained in 1986, it was estimated that less than 700 of these cars were left at that time. This report did not break down the Series designation, and I venture to say that there can't be too many Series 62 flattop models equipped like this and with supporting paperwork still on the road.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle January 2008



**CHURCH-GOING CADILLAC:
JIM BEANS NOW OWNS THE '47 SEDANET
HE HAD YEARNED FOR ALL THOSE SUNDAYS
BY VERN PARKER
MOTOR MATTERS
© 1999**

Jim Beans wasn't even a teen-ager in post World War II Annapolis, Md. His family lived a few blocks from the Asbury United Methodist Church, where they worshipped each Sunday. Another member of the congregation, Sam Johnson, lived farther away and drove to church each Sunday by the Beans' household in his 1947 Cadillac Series 62 Sedanet. "Even now I can close my eyes and hear that quiet Cadillac go by," Beans says.

Johnson, the owner of the handsome gunmetal gray over French gray fastback Cadillac, was employed as a handyman by a wealthy man named Staley who reportedly gave the 1947 Cadillac to Johnson when the annual time came to buy a new car in Annapolis. During the week, Johnson could be seen driving his pickup, but on Sunday out would come the Cadillac. Johnson sang in the choir at his own church and at several others as well. Consequently, the Cadillac would be driven from one church to the next all day Sunday as Johnson traveled from choir to choir. None of the churches was outside a 20-mile radius of his home church. Come Monday morning, the treasured Cadillac was back in the garage and Johnson was back in his pickup.



**Jim Beans with his 1947 Cadillac Series 62 Sedanet
2006 Spring Capitol Cadillac / CLC Potomac Region Car Show
Photo by Dan Reed**



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The 4,455-pound Cadillac carried a base price of \$2,902 when new. It was the last pre-tailfin Cadillac. Beans grew up watching and admiring that car glide by to church every Sunday. He can still remember Johnson sitting erect in the chair-height front seat with both hands on the three-spoke steering wheel.

Beans answered the call of the U.S. Army from 1961 to 1963 and, when he returned home, Johnson was still driving by on Sunday in the still whisper-quiet Cadillac. Beans expressed an interest in the car, but realized that the 17-foot, 11-inch-long Cadillac was not for sale. After Johnson died in 1989, the family kept the car another year or so in the garage. Beans went to look at the Caddy and remembers the thrill he felt when the garage doors were opened. "It took my breath," he says. "Here was a car I had watched. I grew up with this car and here it was, almost mine." He told Johnson's daughter, Mary Field, that he would like the car, but she still wasn't ready to part with it.

A few months later she telephoned -- at supper time -- to inquire if Beans was still interested. He was so interested that he dropped everything and was knocking on her door in minutes. He bought the 1947 Cadillac on Feb. 2, 1991. The trusty 346-cubic-inch, flathead V-8 engine couldn't produce one horsepower, let alone the requisite 150 horsepower. Beans had a tow truck hook it up and haul it a couple of miles to his home.

First, he gutted the well-worn interior and after removing all the exterior brightwork stripped the faded paint. He discovered evidence that Johnson had kissed his garage door with the right front fender a time or three and had managed to flatten the chrome spear on the right rear fender without damaging the fender. Beans gave the engine a basic tuneup: points, plugs, wiring and distributor. Since the engine has no oil filter, he dropped the oil pan to clean out all the accumulated crud.

This is a tough engine with hydraulic valve lifters and hardened ball seats. During World War II, the M-24 tanks were propelled by a pair of Cadillac V-8 engines and a pair of Hydramatic transmissions, one for each track. Two vertical bars divide the rear window into thirds. Following the sloping fastback down to the bumper you will find toward the left side of the car a single backup light. Lifting the reflector above the left taillight exposes the gas filler cap.

At the other end of the car are large rectangular parking lights at either end of the 36-cavity egg-crate grille. Opening either door exposes the hidden running board.

The Cadillac had only 65,600 miles on the odometer when Beans purchased it. The 1947 model underwent restoration for six years and 11 months before it was back together again in October 1998. Since then, Beans has driven it less than 100 miles. "It's a thrill to drive the car," he said. "It has a nice, firm, solid ride. You can feel the greatness," he says.

Beans plans to drive the car on its 129-inch wheelbase on a fair-weather Sunday to the Asbury United Methodist Church, where the older members of the congregation will surely recognize it as Sam Johnson's old Cadillac.



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***DRIVING A PINK CADILLAC -- SALESWOMAN WINS HONOR
STORY AND PHOTO BY GREG GROSS
THE YORK DAILY RECORD
© 12/23/2007***

Imagine working for a company that rewards you for selling a lot of their products with a brand new car. That's what happened to Gerri Gurreri, an independent sales director with Mary Kay, when she earned the use of a brand new Cadillac CTS for two years. "I feel proud to drive it," Gurreri said, "It's a trophy on wheels."

And Gurreri's car is definitely not the average Caddy. Hers is just one of nearly 10,000 cars that have been painted a pearly pink. Gurreri, who has been with Mary Kay for 10 years, said pink represents Mary Kay to the extreme and is a pure embodiment of womanhood. And besides, it makes the car stand out quite a bit over most cars you'll pass on the freeway. Gurreri earned the use of the car by reaching a monthly selling quota, and she must continue on a monthly selling average to have her lease paid entirely by Mary Kay.



Gerri Gurreri earned the use of this new pink Cadillac CTS as an independent sales director for Mary Kay.

The cosmetic company is also picking up 85 percent of the cost to insure the car. But Gurreri said she wouldn't be driving her pink car if it wasn't for the dedicated sales team she works with. "It's a combined effort of our team as a whole that the company recognizes," Gurreri said.

The pink Cadillac campaign dates back to the company's founder, Mary Kay Ash, who requested her new Caddy be painted pink, said Crystal Valletta, assistant manager of corporate communications. "The story goes that Ash had a compact that was light pink in color and asked that her new Cadillac be painted the same," Valletta said. Since then, pink cars have been spotted around the world, all part of Ash's vision to promote the company's products while rewarding its top sellers.

Valletta said two other Mary Kay representatives in York County, Pennsylvania have gained the right to drive pink Cadillacs. Prior to picking up her new Cadillac, Gurreri drove Pontiac Grand Prix and Grand Ams that were part of the company's reward system.

"They really make the rewards fun for us," Gurreri said.



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CADDIE CLASSIFIEDS

Cars For Sale

1968 Fleetwood Brougham – 60,200 original miles – Good paint and excellent vinyl roof – Unmolested! – Leather like new! – Was a family car – Runs great – Current tag and inspection sticker – No rust – Garage kept – Needs TLC and I need garage space – www.clcpotomacregion.org/68cadillacforsale.htm for picture – **Asking \$8,000** – For more info, contact Mark at 540-364-3034 or markmaggiolo1@wildblue.net – Car is located in Virginia

1972 Limousine – Seamist green with black interior – 44K miles – Exterior relatively good shape – Interior perfect – Runs well – 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

1996 Deville Concours – Black body with tan leather seats – CD player installed – Only 64,000 miles – In perfect condition – Garaged and complete with maintenance receipts – This is a VERY well-maintained vehicle – **Asking \$7,000** – For more info, contact Elena Murphy at 410-377-8474 – Car is located in Maryland

Print For Sale



Dan Reed Illustration's

"A Train"

12" x 18" prints are available of this original painting

Send \$25.00+\$4.50 shipping to:

Dan Reed

63 Dogwood Rd

Hamburg, PA 19526

dan@danreedillustration.com

www.danreedillustration.com

Congratulations to Dan whose "Silver Bullets" painting is featured on the front cover of the 2008 CLC International Membership Directory. The painting is based on a picture taken at the 2005 Capitol Cadillac / CLC Potomac Region Fall Car Show and features Gary Bacon's 1953 Series 60 sedan, Jim Preston's 1953 Series 62 coupe and Jim Govoni's 1953 Series 62 sedan.

Literature For Sale

1984 Cadillac Catalog – Displaying exterior color samples, interior upholstery and leather fabric samples – Catalog is 20"x12" with Cadillac crest on cover – Excellent condition – **Asking \$200** – For more info, contact Jerry Gordon at 410-484-1299

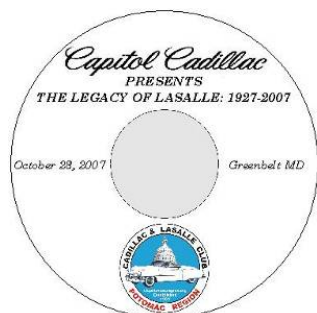
Information Wanted

Dealer Code Number 421119 – Trying to establish a Dealer Code Database for several years but have not identified this dealer yet – Dealer 421119 was in the Capital Sales District – **"Dealer Code Number"** appears in the car **"Owner Protection Plan"** booklet under the name of selling dealer – Any help is greatly appreciated – For more info, contact Ralph Messina at rfm45@optonline.net

Legacy of LaSalle Commemorative DVD

The Legacy of LaSalle Commemorative DVD is now available for sale. The DVD includes more than 130 pictures displayed to LaSalle period music. The pictures are grouped into three segments (Attendees, Showroom and Showfield) that can all be selected from a Main Menu screen that features **"the Bunkers"** singing **"Gee our old LaSalle ran great!"** All together the DVD runs about 10 minutes.

Order the DVD while supplies last for only \$12.50 (includes \$2.50 shipping & handling). Make check out to CLC Potomac Region and mail to Harry Scott – 14421 Aden Rd – Nokesville VA 20181-3122.



Visit us on the web!

www.clcpotomacregion.org



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January 2008



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