



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

October 2009



DIRECTOR'S MESSAGE BY VINCE TALIANO

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WEBSITE MANAGER
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NEWSLETTER COLUMNIST
JACK MCCLOW

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ASSOCIATE NEWSLETTER EDITOR
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CO-CHAIRMAN 2009 DRIVING TOUR
SANDY KEMPER

CAR SHOW COORDINATORS
CENTRAL PA REGION LIAISONS
DIANE & HENRY RUBY

TREASURER
HARRY SCOTT

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R. SCOT MINESINGER

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VACANT

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SHOW WEEKEND COORDINATOR
SHELLEY CHADICK

NEWSLETTER COLUMNIST
CHRIS CUMMINGS

NEWSLETTER COLUMNIST
JIM GOVONI

CAR SHOW SPONSOR AND HOST
DANIEL JOBE & CAPITOL CADILLAC

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TOM MCQUEEN

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NATIONAL CLC ADVISOR
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RICHARD SILLS

CENTRAL VA REGION LIAISON
NEWSLETTER COLUMNIST
CO-CHAIRMAN 2009 DRIVING TOUR
STEVEN SISSON

In a few weeks, 2010 membership renewal forms will be US mailed to Potomac Region members. To ensure that members continue to receive the newsletter without interruption, we ask that 2010 dues be submitted by December 15th.

We are happy to announce that, in general, the amount for next year's dues will remain the same as it was for 2009, \$20. We have not raised our dues since 2006, which is a great accomplishment considering everything that has been provided to our members these past four years.

However, for the first time, it will be necessary to charge higher dues to the members who receive the newsletter in the US mail. Their dues will be \$30. This increase is due to the fact that the cost of printing and US mailing the newsletter exceeded 100% of the dues collected for those members in 2009, which prevented the Region from using any of their dues to help pay for the things that other members' dues helped to pay for such as supporting events (monthly meetings, car shows, driving tours, picnic, holiday party, etc), website hosting, special projects, membership packet postage / printings, etc. At the time of renewal, members who receive the newsletter in the US Mail will have the option of changing their receipt of the newsletter from US mail to email, which is the way the majority of members currently receive it.



For anyone visiting the AACA Museum while at Hershey, please stop by the museum rotunda where Dan Reed's original paintings will be on display throughout the month of October. Dan will also be at our fall car show on October 25th with prints of his original artwork available for sale.

For a sneak preview, visit www.danreedillustration.com.

Speaking of our fall car show, **volunteers are needed** to help with registration, parking, ballot tabulation, etc. If you are interesting in helping, please send me an email or give me a call. Thanks.

Vince Taliano



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LETTER TO THE EDITOR



August 20, 2009

Hi Vince,

I don't know if you ever have seen pictures of gas generators on cars and trucks. Here are two pictures from Denmark during the German occupation when we didn't have any gasoline. The gas generator was stoked with fresh wood briquettes, which during the burning process generated gaseous fumes for the engine. What were left over were charcoal briquettes. You can imagine that when there was a steep and long hill, the driver had to stop and stoke the furnace often.

Aksel

Aksel Olesen
Potomac, Maryland





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2009 / 2010 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Oct 2-4 Fri-Sun		CLC Southern California Region North-South Meet	Visalia CA	Rob Leonard at rl@caditalk.com or 310-679-2803
Oct 4 Sun	8:00 am – 1:00 pm	52nd Annual Antique Auto Assembly	Armed Forces Retirement Home Washington DC	Dave Browne at 301-593-0789
Oct 7-10 Wed-Sat	Opens at 7am	AACA National Eastern Fall Meet	Giant Center Hershey PA	http://local.aaca.org/hershey
Oct 7 Wed	6:00 pm – 10:00 pm	AACA Night at the Museum	AACA Museum Hershey PA	www.nightatthemuseum.org
Oct 10 Sat	10:00 am - 2:00 pm (cars need to arrive between 9:00- 9:30)	Walter Reed Car Show for our Wounded Warriors	Walter Reed Army Medical Center Washington DC	Janet McFarland at jmcfarland@retrospectpublishing.com or 703-765-9405
Oct 17 Sat	8:00 am – 4:00 pm	City of Rockville Antique and Classic Car Show	Rockville Civic Center Rockville MD	240-314-5022 or www.rockvillemd.gov/events/carshow.htm
Oct 17 Sat	10:00 am – 5:00 pm	9th Annual UPS Classic Car, Truck and Motorcycle Show	UPS Facility Laurel MD	Jim Lanham at lanham_20716@yahoo.com , 301-390-9085 (home), 301-741-3721 (cell) or 301-604-4579 (office)
Oct 19 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
Oct 24 Sat	10:00 am – 2:00 pm	3rd Annual Potomac Day Classic Car Show	Falls Rd & River Rd Potomac MD	202-438-3553 or potomacdavcarshow@yahoo.com
Oct 25 Sun	9:00 am – 3:00 pm	Capitol Cadillac/Potomac Region Fall Car Show <i>"Celebrating Capitol Cadillac's 75th Anniversary"</i>	Capitol Cadillac Greenbelt MD	Diane & Henry Ruby at 301-894-8026 or henry.ladydi@verizon.net
Nov 16 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
Dec 13 Sun	1:00 pm – 6:00 pm	Annual Potomac Region Holiday Party hosted by George & Rita Boxley	The Boxley Home / Stallion Farm West River MD	George Boxley at 301-261-5634 or georgeboxley@verizon.net or Rita Boxley at 410-867-2147 or ritabialboxley@verizon.net

To download event flyers, visit www.clcpotomacregion.org/eventslisting.htm

Fellow Regional Directors;

A quick note that I hope you will share with your respective memberships. The response so far for the 2010 Grand National has been TREMENDOUS! In only one month since our launch, we have already sold over half of our room block!!

Please encourage your members to visit our website at <http://www.kcgn2010.com> to reserve their room ASAP. The rooms are going fast! They may also call the Doubletree Hotel directly at 913-451-6100 or toll free at 800-222-8733.

See you July 14-17, 2010 in Kansas City!!

Paul Ulasien, Director – CLC Missouri Valley Region
877-467- 1248 (club hot line)
info@kcgn2010.com



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Celebrating Capitol Cadillac's 75th Anniversary at the 2009 Annual Fall Car Show!

Sunday October 25, 2009

Car Registration: 9:00 am – 12:00 pm

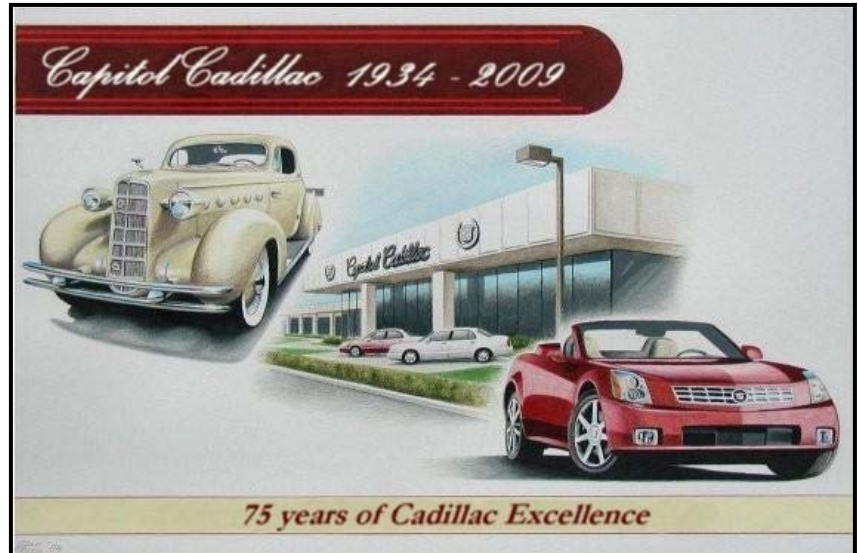
Spectator Hours: 9:00 am – 3:00 pm

6500 Capitol Drive

Greenbelt, MD 20770

Phone: 301-441-9600

www.ecapitol.com



The CLC Potomac Region's car show sponsor, Capitol Cadillac in Greenbelt, Maryland, is celebrating its 75th Anniversary this year. The dealership was established in Washington, DC in 1934 by Floyd Akers, the grandfather of Daniel Jobe, its current President and 2009 CLC Cadillac Herald Award recipient. In 1979, the dealership moved to its present facility in Greenbelt, Maryland and has been hosting CLC Potomac Region car shows since 1992. To commemorate the anniversary, the theme selected for this year's fall Capitol Cadillac / CLC Potomac Region car show is **"Celebrating Capitol Cadillac's 75th Anniversary"**. As part of the celebration, we plan to fill the showroom on Sunday October 25th with Cadillacs / LaSalles from 1934 – 1979 that were originally sold by Capitol Cadillac. All Cadillacs and LaSalles will be welcome at the show, but the ones sold new by Capitol Cadillac in 1979 or before will be the specially featured cars.

The Region is inviting known owners of Cadillacs / LaSalles that were sold new by Capitol Cadillac in 1979 or before. To celebrate the event, a commemorative program will highlight the history of Capitol Cadillac, and will include a description of each one of the featured cars pre-registered for the show. Each car registered for the show will receive one of these programs, and the owners of the featured cars will receive a framed certificate of appreciation for participating.

Special arrangements have been made for our out-of-town guests at the Holiday Inn Greenbelt (800-465-4329), where rooms will be reserved for the night before the show at the special rate of \$94 (mention Cadillac & LaSalle Club when making reservations). The Holiday Inn Greenbelt will also be the site for a dinner the night before the show hosted by past CLC President Richard Sills & Shelley Chadick (if you are interested in attending the dinner, please contact Shelley at 717-368-4422 or shelleychadick@yahoo.com).

For further information about the car show, contact Diane & Henry Ruby, Car Show Coordinators, at 301-297-4459, 301-894-8026 or henry.ladydi@verizon.net.



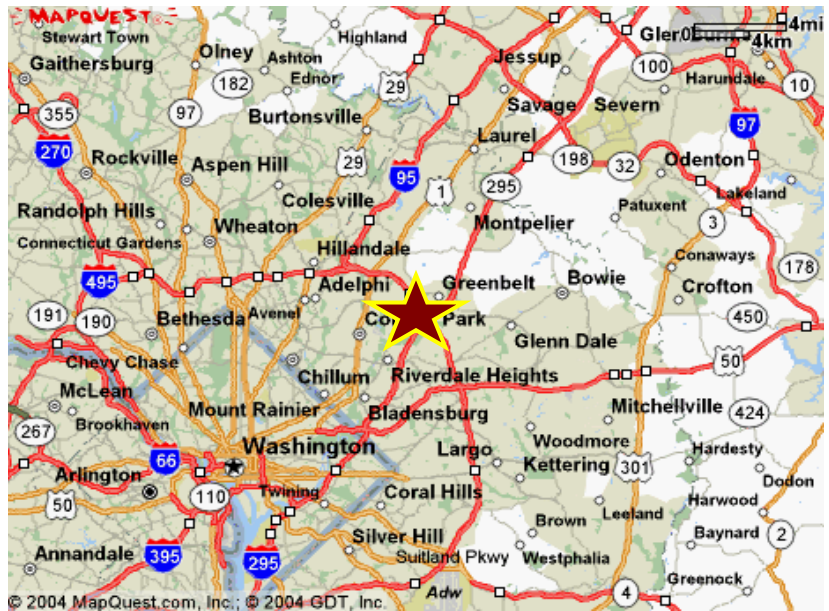
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2009 Annual Fall Car Show Directions

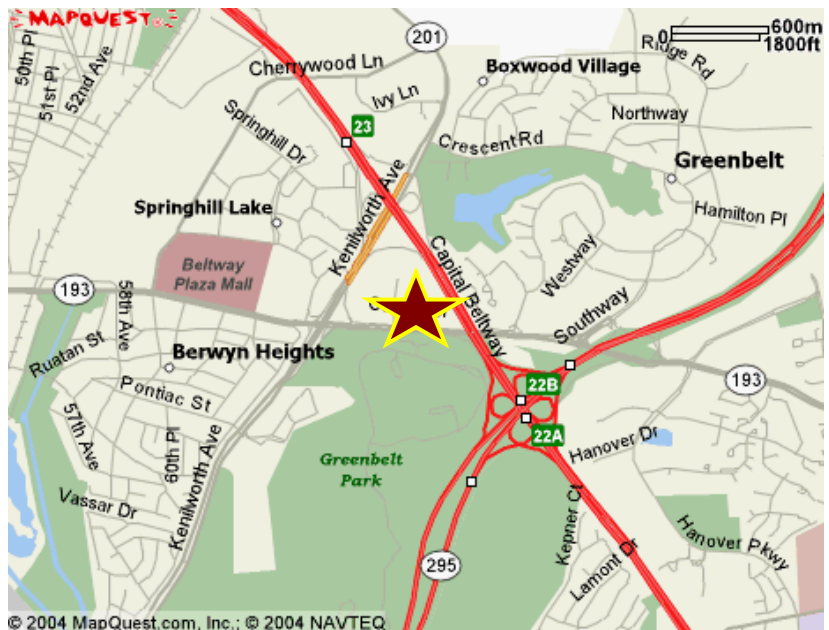
From Capital Beltway (I-495/95)

- Use Exit 23 - Kenilworth Avenue Rte 201, proceed South on Kenilworth Avenue to first exit - Greenbelt Road, Route 193
- At light, proceed East on Greenbelt Road - Rte 193 (left)
- At traffic light make left onto Walker Drive (*TGI Friday's* Restaurant on corner)
- Make an immediate right onto Capitol Drive (Dealership is on your left)



From Baltimore-Washington Parkway (Rte 295)

- Use Exit for Rte 193 (Greenbelt Road)
- Proceed West on Rte 193 - Greenbelt Road
- Make first right after underpass onto Capitol Drive (Dealership is on your right)



Car Show Rules

- **Rain or Shine:** The car show will take place rain or shine. No refunds.
- **Judging Rules:** Vehicles will be judged by people's choice ballot only by those individuals who registered cars. **Registrants will be able to judge cars in all classes, including their own.** 1st, 2nd and 3rd place awards will be given to winning vehicles in each class.



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2009 Annual Fall Car Show Registration Form

Judging Classes

Class A: 1902 – 1942 Cadillac
 Class B: 1927 – 1940 LaSalle
 Class C: 1946 – 1958 Cadillac
 Class D: 1959 – 1964 Cadillac
 Class E: 1965 – 1970 Cadillac
 Class F: 1971 – 1976 Cadillac
 Class G: 1977 – 1986 Cadillac
 Class H: 1987 – 1996 Cadillac
 Class I: 1997 – Current Cadillac
 Class J: Commercial Vehicles
 Class K: Modified Vehicles

Other Awards

- Dealer's Choice
- Best Pre-War
- Best Post-War
- Best of Show
- Ladies Choice
- Long Distance (Driven Cars Only)

A vehicle receiving "Best of Show" may also receive an award in its class, but will not be eligible to receive "Best Pre War" or "Best Post War" at the same show.

Make checks payable to **CLC Potomac Region** and mail registration form to:
 Harry Scott, Treasurer
 14421 Aden Road
 Nokesville VA 20181-3122

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Vehicle Registration Fee: (Up to Oct 18: \$15/per car - After Oct 18: \$20/per car)

Circle Make: CAD LAS Year: _____ Model: _____ Class: _____

Circle Make: CAD LAS Year: _____ Model: _____ Class: _____

By registering a vehicle for the show, the registrant accepts the following terms:

1. The Region reserves the right to determine each vehicle's judging class.
2. The Region reserves the right to determine each vehicle's placement on the show field.

Check the box if you do not want your vehicle(s) judged



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SEPTEMBER 24, 2009 MEETING MINUTES **BY SANDY KEMPER**

PLACE: Capitol Cadillac, Greenbelt, MD

TIME: 7:30 PM

PRESIDING: Vince Taliano

ATTENDANCE: George & Rita Bial Boxley; Mark Brodsky; Richard Sills & Shelley Chadick, Randy Denchfield; Derrick Fisher; Jim Govoni; Jeff Gurski; Daniel Jobe; Sandy Kemper; Rick Menz, Scot Minesinger; Mary Moscati, Diane & Henry Ruby; Joe Pipkin, Harry Scott and Richard Sisson.

DIRECTOR'S REMARKS: Vince Taliano thanked everyone for attending. He distributed a schedule of meeting locations for the remainder of 2009 and for 2010. He mentioned the motion picture, *My One and Only*, currently playing in theatres and featuring a couple of Region members' cars (read about it in the October newsletter). Vince thanked Henry & Diane Ruby for purchasing the pizza and Sandy Kemper for providing the sodas (leftover from the NDT) for tonight's meeting.

SECRETARY'S REPORT: The Minutes from the August meeting were not read since they had been published and distributed to all members in the September, 2009 newsletter.

TREASURER'S REPORT: The Treasurer's Report covered the time period from the August meeting to date. Harry Scott reported that the Region's income was \$350.00. The total expenses for the same time period were \$455.95. The checking account balance as of the meeting date is \$5,601.53. The CD principal balance is \$5,759.15.

MEMBERSHIP REPORT:

- R. Scot Minesinger reported that our membership remains at 215 members. He has been contacting those Region members whose National CLC membership has expired and most of them have said that they would renew. Region membership renewal notices will be mailed in October.
- Vince announced that the Region's officers had agreed to increase the membership dues to \$30 per year for those members who have chosen to receive their newsletter via US Mail. This is necessary to cover the costs of printing and mailing.

ACTIVITIES REPORT:

1. Recently held events:

- **Vern Parker's Street Dreams Car Show, McLean, VA, Sep 6:** Several members attended and reported that the weather was great and the show was comparable to past years.
- **34th Annual Edgar Rohr Memorial Car Meet, Manassas, VA, Sep 19:** Many Region members attended or participated. Region member Chris Cummings won Best Pre-War with his 1930 V-16 5-Passenger Imperial Sedan (pictured right – photo courtesy of Tom McQueen).





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2. Upcoming PR Events:

- **Potomac Region Fall Show, Capitol Cadillac, Greenbelt, MD, Sun Oct 25:** The theme for this show is the ***"Celebrating the 75th Anniversary of Capitol Cadillac."*** To date, we have 19 cars pre-registered, including six cars sold new by Capitol Cadillac. The dash plaques have arrived and feature Rob & Chevonne Robison's 1942 Cadillac. A special award will be given to the winner of the Modified Class in honor of Carl Glaser. There was a discussion about the original sale location for one car that is expected to be shown. Volunteers are needed to help with parking, registration and other duties, as needed (a notice will appear in the October newsletter).
- **Holiday Party, George & Rita Boxley's home, West River, MD, Sun Dec 13:** Plans are underway to make this a special event. The party will be from 1:00 PM until! A flyer will be distributed in the November newsletter. RSVPs will be required to determine total number of people attending, which will be needed for planning purposes. The Region will be subsidizing a portion of the event.

3. Other upcoming events: The following events were mentioned:

- **Valley Forge Region's Annual Fall Meet, Lahaska, PA, Sep 27:** This is the VFR's biggest show of the year. It is a "points" judged show.
- **52nd Annual Antique Auto Assembly, Armed Forces Retirement Home, Washington, DC, Oct 4:** Several Region members participate in this show annually. The cars are always well received by the residents of the home.
- **Night at the AACA Museum Gala & Auction, Hershey, PA, Oct 7:** Shelley Chadick described some of the silent auction items
- **AACA Eastern Region Fall Meet, Hershey, PA, Oct 7-10:** Sandy has volunteered to work a shift in the CLC Tent.
- **City of Rockville's Antique & Classic Car Show, Oct 17:** Jack McClow has represented our club on the Show Committee.

OLD BUSINESS:

2009 CLC National Driving Tour: Sandy reported that there were small quantities of water, soft drinks and beer leftover from the NDT. The remaining water and soft drinks will be offered for sale at the Fall Show and the beer will be used at the Holiday Party. Overall with a few small items to be settled, the NDT made a modest profit.

NEW BUSINESS:

2010 CLC Grand National: Richard Sills, Shelley and Sandy all provided some information about the 2010 Grand National to be held July 14-17, 2010 in Kansas City. Room reservations at the host hotel have exceeded one half of the initial room block and some room configurations (i.e. rooms with a king bed) are sold out.

NEXT MEETING: Monday, October 19, 7:30 PM at the Silver Diner, Merrifield, VA.

ADJOURNMENT: Meeting adjourned at 9:00 PM



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THE FILMING OF MY ONE AND ONLY STORY AND PHOTOS BY MARC TUWINER

In April 2008, Thom Lombardi and Monica Moore from Mid-Atlantic Picture Cars contacted the Potomac Region looking for 1950s Cadillacs for an upcoming movie. Specifically, they were looking for a 1954-56 convertible in a neutral color to be used as the "hero car" in a movie called ***My One and Only***.

The film was scheduled to be filmed in Maryland and New Mexico, among other places. The film is based on actor George Hamilton's teenage years. It follows the adventures of his mother (played by Renée Zellweger), his teenage brother and him as they drive cross country in a Cadillac convertible.



Renée Zellweger driving cross country in a 1953 Eldorado
My One and Only
Source: IMDB

Mid-Atlantic Picture Cars placed an ad in the May 2008 issue of the ***Caddie Chronicle*** and an invitation was extended to Thom and Monica to attend the Annual Spring Car Show at Capitol Cadillac held in May. At the show, an announcement was made to show attendees that cars were being sought for this film. Many people were in attendance that day including myself and Potomac Region member Tom Smith, owner of Prime Tours & Travel, Inc. Tom also owns two Cadillacs: a 1941 Series 75

Seven Passenger Formal Sedan (sold new by Capitol Cadillac) and a 1941 Series 62 Sedan. Tom's Formal Sedan won "**Best of Show**" that day and was selected for the film, along with the Series 62 Sedan (Tom's son Travis appears in the movie as the driver of the Series 62 Sedan passing by while the featured actors enter the '53 Eldorado parked at the curb).



Tom Smith's 1941 Series 75 Seven Passenger Formal Sedan
My One and Only
Source: IMDB

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What started out as just a casual conversation at Capitol Cadillac between Thom, Monica and me, turned into one of the most exciting experiences of my life for me and my family -- I assisted a movie producer in locating the "hero car" for a major motion picture. Originally, the 1954 to 1956 Cadillacs were needed almost immediately because only a few weeks were available to locate and restore the cars to the specifications for the movie. In my opinion, there was no way that all of this could be done within the short period of time available before filming started. The inventory out there was either too rough or too nice. Afterwards, the cars would be put back to their pre-movie condition and returned.



Marc looks over his '53 Eldo before preparation for the movie begins

However, that didn't stop me from mentioning to Thom that I knew of two 1953 Eldorados that might be available. The first one, #87 of 533 produced, was recently sold by my company, Annapolis Classic Cars, to CLC member Ross Morgan from Australia. But the car had not yet been shipped to Perth in Western Australia. The second one was a 1953 Eldorado that I owned and that was in need of restoration. If the movie company was able to compensate us fairly for the partial restoration needed, then Ross and I would do the deal with our '53 Eldorados. We came to terms with the film company and the clock started ticking on the restoration. The movie folks picked a pale blue color for both cars, which means that both cars had to be painted to match.

Ross' car had a nice interior to start and was road-worthy so it would be finished first. Meanwhile, my white with black Eldorado, #529 of 533 produced, had been scheduled to be restored to AACA standards in **RED** before the movie deal happened (there were 259 white 1953 Eldorados!!!). Now I was letting the movie company take it all apart, paint it and have it ready in 14 days, which was kind of nerve-racking since it was one of my favorite cars. The body shop said they were over their head with my car and trying to get Ross' car ready for the movie shoot at the same time. They were calling me several times day. Good chrome cores were sent to Librandi's Plating in Middletown, PA and to Advanced Plating in Erie, PA. Advanced Plating closed their shop to other customers to get all my outer chrome done by the deadline. We had a ton of rush charges and courier fees.



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At the same time, Greg Cook from Cook's Garage in Gettysburg, PA and I were also working on the car. In fact, there were as many as seven people working on the car at one time, including my 13-year-old son Jordan. He got a real fast lesson in auto restoration. Actually, we were working on the car even as we were loading the car to take it to Upperco, MD for the car's first day of shooting. Everyone working together got the cars finished and we were ready for the film to roll.

That first evening, my interior and Ross' car's exterior were filmed. The movie company did not have previous experience in restoring high end vintage cars. They insisted on installing and removing the rare '53 Eldo wrap around windshield on demand to be able to get certain camera angles. This would not have been a problem on most Cadillacs but resulted in a couple of cracked windshields.

Filming continued in Maryland and included downtown Baltimore substituting for New York City, Boston and Pittsburgh scenes. Thom and Monica obtained permission for Vince Taliano to attend filming while they were in Baltimore.

On the day Vince was on the set, filming took place in front of the Mitchell Courthouse building on Calvert Street. When he arrived, Ross and I were being interviewed by a local TV station while dressed in period attire, including stylish hats. Ross, his two teenage daughters and I were appearing in the film as extras. What a great way to spend your summer vacation: visiting the States from Australia for the first time and appearing in a movie!



The car is transformed into a "hero car" for *My One and Only*



Marc and his son Jordan deliver the car to Upperco, MD for its first day of shooting



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After filming in Baltimore was completed, the crew packed up the set, including the two "hero cars", and headed for New Mexico for more scenes, including a Cadillac dealership showroom circa 1953. A frantic search took place to find more Cadillacs for the shoot. The film guys and I contacted CLC Members all over the Southwest who owned cars in they years needed with limited success. Finally, my friend Cliff Graubard in Los Angeles agreed to haul two 1953 Coupe Devilles in FedEx-like fashion to Albuquerque.



The two Eldos arrive in Albuquerque, NM

About a year after the filming ended, the movie premiered on Tuesday August 18th at the Paris Theatre in New York City. Ross, Tim Lenon from Legend Restoration in Sparta, MI and I were in attendance and Ross' car was driven to the theatre and used as a prop. George Hamilton made a lengthy speech to all the guests at the front of the theatre. Renee Zellweger, Logan Lerman (who plays George Hamilton in the film), Aaron Ryder (the producer), and many other celebrities attended including Al Roker.



L to R: Ross, Marc and Tim in Ross' Eldorado at the Movie Premiere in New York City

Special thanks to Tim Lenon and Greg Cook. None of this would have been possible in the short time period without their help. Now that the restoration has begun, I will go ahead and finish my car to AACA standards in the color used for the movie, blue. So much for red!!

Marc Tuwiner, CLC Potomac Region member and avid collector, is the owner of Annapolis Classic Cars -- www.annapolisclassiccars.com



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DRIVING MISS DAISY 20TH ANNIVERSARY TOUR

STORY BY TERRY BIRD

PHOTOS BY DOUG BAILEY, TERRY BIRD, LEWIS SCHWARTZ AND STAN TUCKER

In early 1989, the buzz on the street in Atlanta was about the making of the movie **Driving Miss Daisy**. At that time, favorite local character actress Mary Nell Santacroce had played the part of Miss Daisy to sold out audiences at Atlanta's Alliance Theater for over 12 months. Alfred Uhry's heart-warming play about a Jewish matron and her best friend and chauffeur, a southern black man hired by her son, was becoming a well-known story that many Atlantans were seeing twice while others were just discovering it.

By March of 1989, employees of **Driving Miss Daisy** Productions Inc. and Cenex West Corporation of California were in Atlanta finding locations, actors, old cars and props for the movie which covers a time span from the 1940s to the 1970s. Producers Richard and Lili Fini Zanuck had already cast the leads from Hollywood: stars including **Dan Aykroyd, Morgan Freeman, Patti Lupone** and, of course, **Jessica Tandy** were ready to start filming. Location scouts were looking for places to film in Druid Hills, just east of downtown Atlanta, the area where Playwright Alfred Uhry's mother, grandmother and aunt had lived. Uhry modeled his character of Daisy Werthan as a composite of those three women.



Miss Daisy and Hoke riding in a 1948 Hudson
Source: IMDB



Miss Daisy and Hoke on their way to Mobile, Alabama in a 1955 Fleetwood. The film makers interchanged a '55 Fleetwood and a '56 Series 62 sedan as if they were the same car during these scenes.

Source: IMDB



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Miss Daisy's house



The author's sofa that was used in the movie.

Scouts had already looked at and rejected the house at 1284 Fairview Road where Alfred Uhry (who was also writing the screenplay) had lived with his grandmother, Alene "Lena" Fox, and his parents for a time as a youngster. Instead they had contracted with Ms. Georgann Tatman to use her two story brick house at 822 Lullwater Road, also in Atlanta's Druid Hills, as the home of Miss Daisy, taking advantage of Mrs. Tatman's interior décor which had hardly been updated since the 1940s.

In Atlanta's upscale area of Buckhead, scouts had also leased a house built in the 1950s to serve as the home of Daisy's son Boolie. After two weeks of filming however, the owner, apparently disgusted with neighborhood disruptions and complaints from the neighbors, returned the producers' money and told them to get out of his house. Another similar house was located nearby and leased and both were used as Boolie's home in the film. To keep everything visually in the proper time period set dresser Crispian Sallis was scouring Atlanta antique shops looking for period furniture from the 1940s and 1950s.

One day in April, I received a telephone call from Crispian asking if I had 1950s furniture that he could rent for the movie. I explained that I did indeed collect 1950s furniture.

The next day he came by to look and a deal was struck. A truck came and loaded up my furniture from the living room, the den and the dining room as well as some blonde furniture and old electric fans I had stored in my basement. The agreement was they would pay me 10% of the value of the furniture per week. We were happy to sit on lawn furniture for a few weeks.



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For old car lovers the automobiles used in the film are one of the most exciting parts of the movie. In May, a friend who loves old cars called and said he learned that the cars from the movie were being kept at the Lanier Plaza Hotel on Armour Drive and that he was going there to look at them. I went along and we saw a vintage automotive treasure trove. There were two maroon 1948 Hudsons, a green 1949 Cadillac Club Coupe, a black 1955 Cadillac Fleetwood, a blue 1957 Cadillac Eldorado Brougham and a blue 1965 Cadillac Calais four door among other cars, including a 1940s vintage Ford panel truck with Werthan Bag Company written on the side. That afternoon we walked around and admired this great collection, envious of those who got to drive them in the movie.

By May of 1989, movie making was in full swing. ***The Atlanta Journal Constitution*** reported star sightings and filming all over town. Locations rented for the movie included the then closed Biltmore Hotel whose dining room served as the ballroom for the Nobel Prize dinner honoring Martin Luther King Jr. and Glenridge Hall, a 32 room mansion in Roswell which posed as an exclusive club in the movie. On a trip to my dentist, I heard from the dentist in the next office that he had been an extra in the scene at the King dinner. Peach State CLC member Jay Friedman remembers that his stepson was an extra in scenes shot at the Temple on Peachtree Road in Atlanta. Lots of Atlantans were feeling starstruck with so much Hollywood happening in Atlanta.

So when I got a phone call at the first of June saying they needed to keep my dining room furniture a week or two longer, I asked for a part in the movie in return. After they asked if I was a member of the Screen Actor's Guild [I was not] I was told that all they could do was let me be an extra in the movie. I told them that would be fine if my partner, Clark Lemons, and I could both be extras. It was agreed and so we both were told to report to the set on June 12, 1989.



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Clark and I dutifully reported at 5:45 a.m. as instructed to Euclid Avenue in Atlanta's Little Five Points neighborhood. I wore an old blue double breasted suit and a 1940s tie from my vintage clothing collection. We were sent first to the wardrobe truck where I was told my costume was okay but then they gave me their own light blue double breasted suit to wear. After



The 1948 Hudson in a late '40s street scene
Source: IMDB

donning their costumes we were sent to the catering truck where a lavish breakfast buffet was set out for cast and crew including the extras. After eating well, we were instructed to have a seat in the waiting area for extras. Movie making can seem slow business to novices but we were finally called onto the set for our first scene.

The scene was Euclid Avenue with the Piggly Wiggly grocery store at center stage. Director Bruce Beresford gave us our instructions, when "action!" was called we walked down the street in front of the store. Pretty simple, but after a while he decided that two men didn't look right so I was told to walk with a young woman on my arm instead. After a brief rehearsal they did four or five takes of that scene which was an "establishing shot" to show the destination where Hoke is driving Miss Daisy. The next scene was Hoke driving the maroon Hudson into the parking space and getting out of the car. At "action!" in that shot I walked in front of the camera and then the Hudson pulled in.

After a break for lunch, I was excited to find that the next scene involved just me and Miss Daisy in a close up inside the grocery. After going through it several times they filmed four or five takes. I was excited because you could see my face close up before Miss Daisy started picking up cantaloupes. After telling everyone at work to look for me in this scene, I learned a sad lesson about movie making: the scene was cut from the finished film and the only place I can be seen in the movie is two scenes in front of Piggly Wiggly. Clark fared a little better. The next sequence filmed involved Hoke calling from a phone booth while Clark and another extra meet on the sidewalk in the background. In the finished movie you can even hear Clark greeting the other extra in the background sound. Oddly, in this scene Clark wore the same straw hat they had placed on my head in my scenes. By the end of the day I felt more like an experienced extra. Later on we each got a check from Cenex for \$45 (before taxes) for the day's work.



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I was curious about the old cars, having seen some of them in the hotel parking lot. While on the set, I talked with one man who described himself as an old car jockey. That day the cars were parked over at the nearby Jackson Baptist Church and driven to the set as needed. I later learned that there were two "Ruby Red" Hudsons (a '48 and a '49 Commodore 8) because one was



L to R: Jay Friedman with Terry Bird with Jay's 1949 Club Coupe. Jay's car was driven by Dan Aykroyd in the movie and recently participated in the 2009 CLC National Driving Tour. Terry is wearing a seersucker suit similar to what he actually wore when he was an extra in the film.

used for the close up filming and the other had been placed on a flatbed trailer for some distance shots filmed in the nearby town of Griffin, Georgia. The Hudsons were owned by collector Herbert Bell of Gainesville, Georgia who owns them both today. Newspaper accounts of the day state that the '49 is actually gray but had maroon paint for the movie which was "peeled off" later. Old cars for the movie were procured through J.L. Parker of Macon, Georgia who coordinated transportation for the movie. Parker estimates that he collected more than 300 cars for use in ***Driving Miss Daisy*** from late 1940s to 1970s models. According to ***The Atlanta Journal Constitution***, Parker was experienced in working with movies and claimed to have a list of just about every antique car owner in the area.

Cadillac lovers had plenty to look at in this film and the first Cadillac purchased for Daisy was a 1955 Fleetwood. A disused Oldsmobile dealership in Decatur was staged to look like the Cadillac Dealership. That black '55 Fleetwood belonged to Rick Statham of Marietta, Georgia. The newspaper account indicates that the movie maker told Mr. Statham they would pay to fix up the car if they could use it. Statham said that he had the paint and chrome and upholstery redone as needed. Marvin Lawson of Jasper, Georgia repainted the Cadillac in quick time to meet the shooting schedule. Statham, who owned more than 20 Cadillacs at the time, reported that the car came from a woman in Washington, Georgia. The newspaper estimated its value in 1989 as \$20,000. As many CLC viewers have pointed out, including Peach State Region Director Stan Tucker, the car shown in the scenes of Miss Daisy and Hoke driving to Mobile, AL is not always a 1955 or even a Fleetwood. For some reason, those scenes actually use a black 1956 Series 62 sedan. Obviously the producers thought no one would know the difference, but CLC members did. Rick Statham often showed his black '55 Cadillac after the movie was released. Reportedly it was sold after a few years; this writer does not know its whereabouts today nor the whereabouts of the '56 black sedan.



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The '57 Eldorado Brougham, which was owned by Dr. Alan Lease, an Atlanta orthodontist, is driven by Boolie as his own car in one scene. Dr. Lease, a CLC Peach State Region member, passed away and his car was donated by his estate to the Cadillac LaSalle Club Museum and Research Center. In June 2007, the Museum exhibited the car at the Eyes on Design concours held at the Edsel and Eleanor Ford Mansion in Grosse Pointe Shores, Michigan. It was part of a "ring" of five Eldorado Broughams, all in different colors. This magnificent car is still on its original air suspension.

When the movie was released, newspaper reports said that the movie cost \$7.5 million dollars to make and was expected to gross over \$75 million. In January of 1990 the movie premiered in Washington D.C. at a charity event attended by Barbara Bush. Atlantans were miffed that the movie with a story so strongly associated with their city did not debut here. The Atlanta Premiere was held on January 12, 1990 at the Perimeter Mall Cinema where the movie ran exclusively for several weeks. The response in Atlanta was terrific. The Atlanta newspaper ran an article noting that many older citizens had been to this movie when they had not gone to the movies in years. When the AMPAS Oscar nominations were announced late in January, 1990 ***Driving Miss Daisy*** topped the field with nine nominations. **On Monday March 26, 1990 when the Oscars were awarded "Daisy" garnered four awards: Jessica Tandy, for Best Actress; Alfred Uhry, for Best Screenplay; Best Makeup; and Best Picture.**



Lou Arcangeli and Josie Starnes, as "Hoke" and "Miss Daisy" , being served from the same dining room table and buffet used in the movie

On Saturday, August 29, 2009 the CLC Peach State Region celebrated the 20th Anniversary of the making of this Academy Award winning movie with a breakfast and tour of sites used in the movie. When club members arrived at our Druid Hills home, they were greeted with a "Miss Daisy Werthan" continental breakfast of fruit, coffee and baked goods. Appropriate for the Miss Daisy theme, there were also bagels, cream cheese and rugelach. Parked in the front yard was Jay Friedman's dark green 1949 Cadillac Club Coupe, which was seen in the movie as the car of Daisy's son Boolie.



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Peach State members were encouraged to wear Miss Daisy vintage clothing for the day. Three members were dressed in hats and dresses that Miss Daisy would have admired. Two of our Daisys brought "drivers" dressed in chauffeur attire that "Hoke Coleman" might have worn. I wore a seersucker suit similar to what I actually wore when I was an extra in the film. Club members were served from the very same dining room table and buffet that were used for filming in Boolie's house in the "Hoke stole a can of salmon" scene. After members enjoyed refreshments and a tour of our home, built in 1952, the group reassembled in the downstairs playroom to watch highlights from the movie. I explained to everyone how my collection of 1950s furniture came to be used in the movie to furnish Boolie's house and office.

Club members watched the very short clips where Clark and I are visible in front of the Piggly Wiggly and behind the phone booth. They also saw Jay Friedman's beautiful fastback come up Miss Daisy's driveway. In the scenes where Hoke drives Miss Daisy to Mobile, AL, Stan Tucker pointed out that the film makers interchanged a '55 Fleetwood and a '56 Series 62 sedan as if they were the same car. As the members watched the movie, they discovered that they were sitting on the very same orange sectional sofa that Dan Aykroyd sits on in the Christmas album scene.

After watching highlights, we went on a driving tour of sites connected with ***Driving Miss Daisy***. Heading west our caravan stopped at the home on Oakdale Road where writer Alfred Uhry's mother actually backed her car into the neighbor's yard, the inspiration for the movie's opening scene. Next stop was on Lullwater Driver where members made pictures of the house used as Miss Daisy's own home in the movie. Jay Friedman entertained tour goers with his experiences of renting his '49 to the movie crew: a promised detail job was never received and his car was returned with a sticky film over it.

A short drive away, we stopped at the house on Fairview Road where playwright Alfred Uhry lived as a child with his parents and his grandmother, Alene Fox. This house was offered to the movie producers who allegedly turned it down as not grand enough.

After navigating a difficult left turn, our caravan of Cadillacs, ranging over many years, drove to Atlanta's Little Five Points business district to see the store used as the Piggly Wiggly Grocery in the movie. When the film was made in 1989 the building was home of the Sevananda Food Co-op, but the film crew rented it and put up a Piggly Wiggly sign.



Cadillacs parked across the street from where the Cadillac dealership was in the movie



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Today it is a vintage clothing store. However, in the 1940s this same building really was the Piggly Wiggly grocery store where Uhry's mother and grandmother shopped. Our Cadillac caravan attracted as much attention from young people on the sidewalk as the original Piggly Wiggly building did from us.



**Peach State Region Director Stan Tucker and his wife Debbie
with their 1956 Fleetwood**

Led by Jay Friedman's '49 two door, our Cadillacs wended their way through Atlanta's historic Inman Park neighborhood and then headed to Atlanta's Oakhurst neighborhood where we admired a vintage Sinclair Gasoline station. The station was recently restored by its owner but has no connection with ***Driving Miss Daisy***. Still, though, our members enjoyed the restored gas station and a 1930s Pierce-Arrow trailer under restoration in its back yard. The last site was in Decatur at the corner of Ponce de Leon Avenue and Commerce Drive where in 1989 a former Oldsmobile dealership was rented and converted for the day into the Cadillac dealership where Miss Daisy gets her black '55 (or was it supposed to be a '56?) Fleetwood and Hoke buys her Hudson trade-in for himself. Today the corner is a five story building with Ted's Montana Grill on the street level.

We parked our Cadillacs on the street or in front of Café Lily in Decatur and walked down Ponce de Leon Avenue to the Grange Restaurant and Pub where we dined under the arbor in perfect early fall weather. Another interesting coincidence is that the Grange is located in the building that housed Decatur's Hudson dealership after World War II. If Alfred Uhry's mother did in fact have a Hudson back in the day, then this may well have been where it was purchased. After a lunch of good pub food and icy refreshments the Peach State's "Daisys" and "Hokes" and "Boolies" headed back to their cars for a nostalgic drive home.

Terry Bird is a member of the Peach State Region and Potomac Region. He lives in Decatur, GA.



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CADDIE CLASSIFIEDS

Cars For Sale

1956 Sedan Deville – Yellow with white roof and black, white and yellow interior – Optioned with A/C, power windows, power seat, power antenna, auto headlight dimmer, and driver remote mirror – Equipped with 365 cubic inch / 285 horsepower engine and 4 speed hydramatic transmission – Recent new battery and rebuilt starter – New front brake hoses, rebuilt brake cylinders and drums turned – See pictures at <http://www.clcpotomacregion.org/56cadillac2forsale.htm> – **Asking \$10,200** – For more info, contact Tom Hardy at 410-452-9006, 410-294-9786 (cell) or tbhardy@zoominternet.net – Car is located in Street, MD

1956 Series 62 Convertible – Black with black/white interior and white top – Excellent condition – CA car (only been in PA since 2008) with every option available including five sabre wheels, spot light and factory air – Paint is beautiful deep black lacquer – Fresh Jenkins interior, carpet, top, trunk and full correct mechanical restoration – Car runs great and turns heads – Very special car – See pictures at <http://www.clcpotomacregion.org/56cadillacforsale.htm> – **Asking \$105,000 but have much more invested** – Serious inquires only – Family emergency forces reluctant sale – Will entertain offers – For more info, contact Aaron Driben at 617-835-7776 or aaron@cityexp.com – Car is located in the Philadelphia area

1970 Sedan Deville – Two-owner car (purchased from the original owner, former CLC member, in 2005) – Since then, improvements and repairs consist of new padding and upholstery of front bench; new A/C compressor unit installed; voltage regulator, alternator, muffler and horns replaced; and new stereo/CD player, front and rear speakers and satellite radio – Current mileage is 138K – Budge car cover included – See pictures at <http://www.clcpotomacregion.org/70cadillacforsale.htm> – **Asking \$7,500 or best offer** – For more info, contact Dan Spack at 443-895-1228 or hatsu@verizon.net – Car is located in Carney, MD (near Towson)

1973 Coupe Deville – 16,500 original miles – Runs and looks like new – White on white See picture at <http://www.clcpotomacregion.org/73cadillacforsale.htm> – **\$16,500 Firm** – For more info, contact Rusty Saville at 410-721-1415 – Car is located in Edgewater, MD

1974 Coupe Deville – Owned this car for 3½ yrs and am only selling it because I've inherited my late grandfather's 1971 Cadillac – Don't have the space, time, or money for both – Only has 84K original miles, and has new plugs, plug wires, water pump, and a BRAND NEW Battery – A/C has been converted and blows cold – Tires, brakes, exhaust, and glass are all in good shape, and the car runs and drives GREAT! – Interior is in EXCELLENT condition, and has no cracks on the door panels or dash (common problem on these cars) – Exterior has had the vinyl top removed and new steel welded in (professionally) – Hood has been replaced with a rust-free one from California – Rear bumper fillers have been replaced as well (common problem on these cars) – Car was repainted at some point during its life, and rust is bubbling under the paint (no holes) along the rocker panels, lower front fender (driver's side only), and lower rear quarter panels – Has all of its emblems and trim, as well as the original owner's manual and fender skirts – Car runs and drives fine, and all that it needs is someone to finish the bodywork and a paintjob! – Car looks pretty cool as is, and will definitely turn more heads than a Lincoln, Chrysler, Toyota, or Honda! – **Asking \$2,500** – For more info, contact David O'Steen at 240-418-8860 or dojr@nrlc.org – Car is located in Gaithersburg, MD

1976 Seville – Low mileage – Driven by local teacher, mostly on the weekends and to the grocery store – Maintained by top notch Cadillac technicians over the years – Complete maintenance records available – New tires and new exhaust – Interior has normal wear – Car starts and drives out just fine – Drive with confidence anywhere – Great starter car or back to school car – Dependable, reliable American iron – See pictures at <http://www.clcpotomacregion.org/76cadillacforsale.htm> – **Asking \$3,750** – For more information, contact George Boxley at 301-261-5634 or georgeboxley@verizon.net – Car is located in the Annapolis, MD area

1987 Fleetwood Brougham RWD – 35K original miles – #25 Gossamer Blue w/dark blue full padded top & blue cloth interior – Always garaged and needs nothing – Included is a show chrome rear bumper (not installed) – See picture at http://www.vfrclc.org/images/87_Barruzza1.JPG – **Asking \$4,950** - For more info, contact Mike or Vicky Barruzza at 215-630-1679 - Car is located in Bristol, PA

Literature For Sale

The Self Starter magazine – October 1986 through current – Includes 1986-98 annuals and most directories – Perfect condition – **Asking \$300 plus shipping** – For more info, contact Jamie Christie, Forest, VA at 434-525-3720



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*Helping our hobby restore some sanity
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Now that my “**parts for sale**” site, www.classiccarpartsclassifieds.com, is up and fully functional, I would like to extend an **offer of free ads to all Cadillac & LaSalle Club members**. This is an opportunity for the Cadillac community to select a primary location for owners to look for those hard to find parts, without the feeding frenzy we find on eBay. You can list multiple parts and attach multiple pictures in one ad. All parts must fit the Make and Model stated in the ad heading. **You can submit multiple free ads and this offer also includes the free ad renewal option if your parts do not sell. This offer expires December 31, 2009.**

The procedure is easy. Simply follow the steps as if you were submitting an ad and were paying for it.

1. Set the text of the ad and upload your pictures.
2. Fill in the contact information and recheck all of your information.
3. Completely disregard the coupon section that asks for a code for special pricing.
4. At the bottom of the “Ad Verification” page, you will see two options, PayPal and Mail. Select Mail. This sends the ad directly to us.
5. The next window is an invoice that you are supposed to print out and send to us with your payment. Print this invoice and keep it as your record of your ad.

If there are any questions about the ad, you will need the ad ID number as a reference. At that point, click on “**contact us**” and send us an email with the words “**Cadillac Club Free Ad**” in the title line. You will receive an email from us to confirm your email address. When you respond to verify your email address, we will post your free ad on our site. It’s that simple!

We look forward to hearing from you.

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