



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

January 2010



DIRECTOR'S MESSAGE BY VINCE TALIANO

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RICHARD SILLS

CENTRAL VA REGION LIAISON
NEWSLETTER COLUMNIST
STEVEN SISSON

We hope everyone had a healthy and happy holiday season, and we wish everyone a prosperous new year. The Potomac Region begins 2010 with some changes on the horizon. 2010 is an election year for us. Our current group of officers has served the region admirably and may wish to continue to do so. However, with our region's recent success and membership over 200, we may have other members willing to step-up and become more involved in helping run the region.

Any Potomac Region member in good standing shall be eligible to run for a position. In late summer, an "official" nomination form will be distributed to members. Every nominee will be contacted and must agree to be a nominee prior to the distribution of the election ballot. The list of officer positions is below. Please take a look and let us know if there is a position that you are interested in pursuing.

- **Regional Director**
- **Assistant Regional Director**
- **Treasurer**
- **Secretary**
- **National Director**
- **Activities Director**
- **Newsletter Editor**
- **Car Show Coordinator**
- **Website Manager**
- **Membership Chairman**

Our FINAL 2009 Membership Roster was submitted to the National CLC Office in early December. We topped out at 211 members, which included our newest member; **Dudley Peters of Friendship, MD**. Dudley owns a 1967 Coupe DeVille that he brought to our 2009 Fall Car Show. The 2009 CLC Membership Report will be presented at the CLC Winter Board Meeting in Oakland, CA.

The majority of our 2009 Potomac Region members have renewed. However, for those members who haven't renewed, Membership Chairman R. Scot Minesinger will contact them in early January.

Vince Taliano



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LETTER TO THE EDITOR



December 1, 2009

Vince,

Check out the January issue of *Motor Trend* magazine. This is their annual "Car of the Year" issue, which this year names the 2010 Ford Fusion as the car. Toward the end of the magazine they feature a commemorative of their very first car of the year -- the 1949 Cadillac. My Club Coupe was featured in a multi-page spread with the opening photo covering two full pages. Below is the photo montage from which the article was written.

Matt Stone, Sr. Editor of *Motor Trend*, put the car thru the same kind of paces as they did in 1949 and still do to this day. He said it performed well and appreciated the "mild upgrades" I did in the name of drivability; radial tires, higher intake manifold and 4 bbl carb from a 1953, trans from a 1953 with the extra gear, disc brakes, 12 volts and Sylvania blue white super bright head lights. No mention though of the awesome stereo.

Tom Musson
Yorba Linda, California



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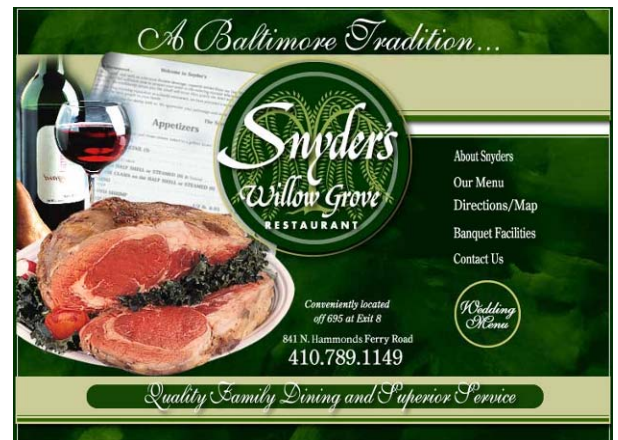
2010 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Jan 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 21 Sun	2:00 pm – 4:00 pm	Potomac Region Monthly Meeting	Snyder's Willow Grove Restaurant Linthicum MD	Vince Taliano at 301-258-8321 or vincetaliano@clcpotomacregion.org
Feb 26- 28 Fri-Sun		37th Annual Atlantic City Classic Car Auction	Atlantic City Convention Center Atlantic City NJ	G. Potter King, Inc. at 800-227-3868 or www.aiclassiccars.com
Mar 13 Sat	7:00 am – 3:00 pm	37th Annual AACA Chesapeake Region Antique Auto Parts Flea Market	Howard County Fairgrounds West Friendship MD	Tom Young at 410-653-3108 / tbirdtom@comcast.net
Mar 15 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
Mar 26-27 Fri-Sat		40th Annual AACA Sugarloaf Mountain Region Parts Meet	Frederick Fairgrounds Frederick MD	Robert Clubb at 301-831-0300 or smraaca@aol.com
Apr 19 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Capitol Cadillac Greenbelt MD	Vince Taliano at 301-258-8321 or vincetaliano@clcpotomacregion.org
Apr 24 Sat	10:00 am – 3:00 pm	Second Annual New York / New England Inter-Regional Spring Meet	New England Air Museum Windsor Locks CT	Dave Rubin at 845-225-5990 or SJZR5@Optonline.net or Chris Milici at 508-384-7578 or icilim@verizon.net
May 2 Sun	9:00 am – 3:00 pm	13th Annual Artistry in Motion - Cadillac to be the Featured Marque	Lancaster Museum of Art Lancaster PA	www.artistryinmotion.org
May 16 Sun	9:00 am – 3:00 pm	19th 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 17 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
Jul 14-17 Wed-Sat		CLC Grand National Meet Hosted by the Missouri Valley Region	Overland Park KS	http://www.kcgn2010.com

Please note that our **February meeting** will be held at **Snyder's Willow Grove Restaurant** in **Linthicum, MD** on **Sunday February 21st at 2:00 PM**. Snyder's was the site for our August 2009 meeting. To learn more about Snyder's, visit www.snyderswillowgrove.com.

Directions to Snyder's from the Washington DC area (Baltimore area directions start on the second line below):

- Take I-95 N toward BALTIMORE
- Merge onto I-695 EAST via EXIT 49A toward GLEN BURNIE/KEY BRIDGE. 1.9 miles
- Take the HAMMONDS FERRY RD exit, EXIT 8, toward MD-168/NURSERY RD. 0.2 miles
- Turn RIGHT onto N HAMMONDS FERRY RD. 0.0 miles
- End at 841 N HAMMONDS FERRY RD





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**2009 POTOMAC REGION HOLIDAY PARTY
STORY BY VINCE TALIANO
PHOTOS BY JULIA SCOTT AND LISA SNIDER**



Julia & Harry Scott



Sandy Kemper with Francis & Margaret Werneth



**Richard Sisson, Randy & Susan Denchfield
and Margo Sisson**



Attendees were entertained with live music

On Sunday December 13th, Rita & George Boxley hosted the Potomac Region's Annual Holiday Party at their home in West River, Maryland. In spite of the persistent rain, over 50 people from Virginia, Maryland and Pennsylvania attended the event. Little did anyone know at the time that in less than a week the area would face its largest December snowstorm in history (BWI Airport received over 21 inches of snow)! This was one time where we were glad to have rain because if it had been colder, we would have received over 20 inches of snow this weekend as well.



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In addition to all the great dishes Rita prepared, attendees brought hors d'oeuvres, entrees, desserts and adult beverages. No one left hungry or thirsty, that is for sure. Setting the ambience were the holiday decorations and Christmas tree that Rita & George had on display, along with a roaring fireplace that filled their beautiful home with warmth. Holiday cheer was provided by a duet playing a host of lively holiday music as well as many favorite standards. This was a surprise gift from the Boxleys who had attended an event with Alida & Byron Alsop and had heard a band that included the two ladies in the duet. They liked them so much, they invited them to play at our party. Some of the members, including Chris & Barbara Cummings pictured below right, took to the dance floor.



Sampling of the desserts

By 4:00 PM, the rain finally stopped long enough for everyone to tour the Boxleys' automobile collection. George escorted folks two-or-three at a time via his golf cart to the main building that houses the collection. The gang was having so much fun the tour lasted well past sunset. By that time, attendees including Alida Alsop, Maria Camelio, Diane & Henry Ruby, Julia Scott, Margo Sisson and others were helping Rita with clean-up activities. The Rubys, it should be noted, arrived well before any of the guests to help set-up, as well.



Chris & Barbara Cummings

As the party wound down and guests began to leave, each person was presented with a coffee mug stuffed with holiday items. It was a great way to end this very special get together of the CLC Potomac Region family and friends. Thanks to everyone for making this year's holiday party a memorable event, especially to Rita & George Boxley for their generous hospitality, to Diane & Henry Ruby for their support and to everyone who attended and contributed with food and drinks.



Maria Camelio and Rita Bial-Boxley



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1903 MODEL A CADILLAC STORY AND PHOTO BY THE SMITHSONIAN MUSEUM AMERICA ON THE MOVE EXHIBIT

This 1903 Model A Cadillac was built in Detroit during the Cadillac Automobile Company's first year of production. The Cadillac Automobile Company was one of the United States' early auto manufacturers. It was founded in 1902 out of the ashes of one of Henry Ford's early ventures in automobile making. Henry M. Leland was one of the driving forces behind Cadillac in its early years. He was a precision machinist and a prolific innovator, and he became president and general manager of the company in 1904. Cadillac was one of the early proponents of making cars with interchangeable parts, helping streamline the manufacturing and production processes. Cadillac introduced the self-starter as standard equipment in 1912, making their automobiles easier to start for everyone. In 1909, Cadillac became associated with General Motors. The company became a GM operating division in 1917.

The car originally sold for \$750. This gasoline-powered touring car has a rear-entrance tonneau and a one-cylinder, water-cooled engine. The engine was built by the Leland and Faulconer Manufacturing Co. The automobile was started using a hand crank, and the gas tank is under the drivers' seat on the right. It has a planetary transmission. The engine in this 1903 body is not the original; it dates from about 1906. The car has two seats and holds four people. The car's wheelbase is 70 inches; its tread is 53 inches; and its wooden-spoke wheels, fitted with ball bearings, carry 30-by-3 1/2 inch clincher tires. The vehicle weighs about 1,350 pounds.

The Smithsonian acquired this car from Cadillac in 1923. Baskets were added to the car in the 1930s, the vehicle's tires and tubes were replaced in 1954, and the car's exterior was repainted and the seats reupholstered in 1955.



THE HUNDELSO AVE. January 7, 1903

CADILLAC

The Ideal Motor Car for Physicians.

Fitted with Top and Storm Aprons.

IT'S JUST GOOD ALL OVER.

GOOD LOOKING, BETTER ACTING, AND BY LONG ODDS THE BEST PROPOSITION YET OFFERED.

Has actual 6 1/2 h. p. motor, in which is incorporated the best thought, the best effort and the finest construction of the master builders of gasoline motors in this country.

Weights 1,100 pounds and sells at **\$750.**

Carries four persons when fitted with Tonneau and sells at \$850.

A Suggestion: Better post yourself quickly by sending for catalog, which will be mailed for the asking.

CADILLAC AUTOMOBILE CO.

WILLIAM F. METZGER, Sales Manager. DETROIT, MICH.

To learn more about the America on the Move exhibit, visit www.americanhistory.si.edu/onthemove/

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***AACA MUSEUM'S 1912 CADILLAC TOURING CAR
STORY AND PHOTOS BY JEFFREY BLIEMEISTER, MUSEUM CURATOR
ORIGINALLY PUBLISHED IN THE JULY/AUGUST 2006 ISSUE OF ANTIQUE AUTOMOBILE
ADDENDUM BY RICHARD SILLS***



AACA Museum's 1912 Cadillac Touring Car

The powerful role of the automobile in the development of America is indisputable. Cars opened numerous doors and expanded social and economic boundaries across our nation and the world. With his affordable Model T, Henry Ford transformed the car from a plaything of the rich to an affordable and reliable means of transportation and eventually wheels for the world.

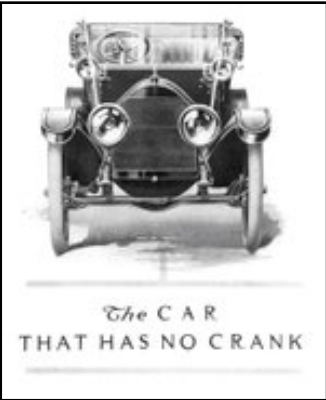
One thing that is often forgotten, however, is the difficulty associated with operating these early cars. The Model T may have been inexpensive and somewhat reliable, but just like every other car of the era, it required a hand-crank to start. Price aside, this factor restricted automobile use more than any other, and in many cases prohibited women from using a car for regular transportation.

All of this changed in 1912 when Cadillac debuted its new model, equipped with an electric self-starter. This was an industry first. Developed by Charles Kettering, the starter gave Cadillac an edge in this competitive industry. Due to its wide-ranging commercial possibilities, the starter allowed Kettering to form the Dayton Engineering Laboratories (Delco Electronics) which was absorbed by General Motors in 1920.

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In its advertisements, Cadillac billed the vehicle as “the car that has no crank.” This device, which came to be known as “the ladies’ aid,” truly made the automobile easier to use and expanded the base of potential consumers more than any other single technological innovation up that point.

In 2005, the AACA Museum acquired a burgundy four-door 1912 Cadillac Touring Car as donation from Tomas and Bonnie Macaluso of Salt Lake City, Utah. The Macalusos owned this car since July of 1965 and decided to retire the vehicle to the AACA Museum after finding it through an internet search of antique automobile museums.

The Macalusos are members of the Veteran Motor Car Club of America and shared a story about the Cadillac that appeared in their official publication in 1965, just after they took ownership. Tom located the Cadillac, by chance, over 40 years ago when he agreed to deliver a repossessed car to Fargo, North Dakota. This job was not connected to his employment; he took the assignment because he had friends in the area and it offered an opportunity to travel with his wife, Bonnie. In talking with their friends, the topic of old cars came up. The friends, who were celebrating their 52nd wedding anniversary, recounted that there were three Cadillacs present at their wedding and all three were still in the area more than half a century later. This started Tom on a quest. He quickly tracked down two of the cars: one was in poor condition and available for \$6,000; the other was outside, exposed to the elements and in a bad state of deterioration, yet not for sale.

All his inquiries regarding the third Cadillac seemed to indicate that the car was, in fact, incomplete and only parts remained. Nonetheless, Tom and Bonnie followed up the leads and ended up finding the car that you see here in these photographs. At the time of purchase, the car had all five original Goodyear tires on demountable factory rims. The odometer showed 1,311 miles. Last used in 1928, the car had remained in the same family for three generations. Included with the car was an original State of North Dakota title for 1927 documenting the transfer from an earlier owner to the trustee of his estate.



Tom relates how, at the time of purchase, he could not find a trailer in Fargo that could handle the 4,000 pound Cadillac. He ended up returning about a week later with a Chevrolet station wagon and a trailer to transport the vehicle home. Due to the weight of the Cadillac, the Chevy wagon needed both rear tires replaced along the way.

**Photo supplied by the donors –
not sure of year taken**



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Original 4-cylinder engine displaces 286 cubic inches and produces 40 hp; note the engine compartment is well-detailed and the copper water jackets are a real eye-catcher

The Cadillac is amazingly original. Due to its low mileage, the original drivetrain and other mechanical systems were in good order and required little work. Tom and Bonnie replaced the top and tires and repainted the rust-free body, changing the color from its original blue to its present color. Then they enjoyed the car for four decades before donating it to the museum.

ADDENDUM

During the early years of the automobile age, there was intense competition between electric cars, steam cars and gasoline-powered cars. It was considered uncertain as to which would become the dominant mode of power. Each had its pro's and con's, and each type of car had its passionate advocates and its detractors.

The biggest shortcoming of gasoline-powered cars was the difficulty (and the danger) of starting them by means of the hand-crank. Only the physically strong could handle the task of starting these cars. Even then, there was a risk of serious injury when a crank "kicked back".

An example of this danger occurred in the winter of 1910, on one of the old wooden bridges on Belle Isle in the Detroit River. A woman motorist stalled her Cadillac on the bridge and had difficulty re-starting it. A gentleman motorist named Byron J. Carter came along and, observing the lady's distress, stopped to help her. He cranked the car for her, but because the driver had not retarded the spark, the engine backfired and the crank kicked back, breaking the good Samaritan's jaw. Mr. Carter was taken to the hospital, where he died as a result of his injuries. It so happened that Mr. Carter was also an automobile manufacturer – his car was called the Cartercar – and a close friend of Cadillac founder Henry M. Leland. Mr. Leland was grief-stricken over the incident. According to Maurice Hendry when describing the incident in *"Cadillac: The Complete History"*, Mr. Leland said he was "sorry he had ever built an automobile."

As a result of this tragedy, Mr. Leland made it a top priority at Cadillac to invent a substitute for the crank handle. A team working under the leadership of the brilliant engineer Charles Franklin Kettering began work on the project in 1910, and on April 17, 1911, Mr. Kettering applied for a patent on the new device. It relied on a storage battery that supplied a 24-volt charge to the starter to ignite the engine. Pleased with the operating model, Mr. Leland ordered the units to be installed in the 1912 Cadillac. An advertisement in the *Saturday Evening Post* announced "the simple, centralized, Delco system of starting, igniting, and lighting."



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The self-starter on the 1912 model was responsible for Cadillac winning the Dewar Trophy in 1913, becoming the only manufacturer to receive that coveted award twice. And, with the greatest impediment to its use thus removed, the gasoline powered car eclipsed its electric and steam-powered rivals in popularity and sales. The rest, as they say, is history.

The AACA Museum offers an "Adopt-a-Car" program, chaired by CLC member David Rothman. When you participate in that program, you select a car to "adopt", and agree to pay \$500 per year (tax-deductible) to help support the maintenance of that car. The contribution is used for expenses such as insurance, mechanical work, and supplies to maintain the car in show-worthy condition. I decided to "adopt" this 1912 Cadillac in recognition of its significance to automotive history, as well as its contribution to the prominence of the Cadillac marque.



1905 Cadillac Runabout adopted by the CLC Carolina Region
Photo by Dan Reed

As reported in last month's ***Caddie Chronicle***, the CLC Valley Forge Region adopted the Museum's 1931 Cadillac V-8 Town Sedan, and the CLC Carolina Region adopted the 1905 Cadillac Runabout. Adopters receive perks such as unlimited admission to the Museum, four guest passes and complimentary invitations to special events. But, most important of all is the satisfaction of helping to maintain and preserve automotive history. More information about the Adopt-a-Car program may be found on the Museum's website, www.aacamuseum.org.



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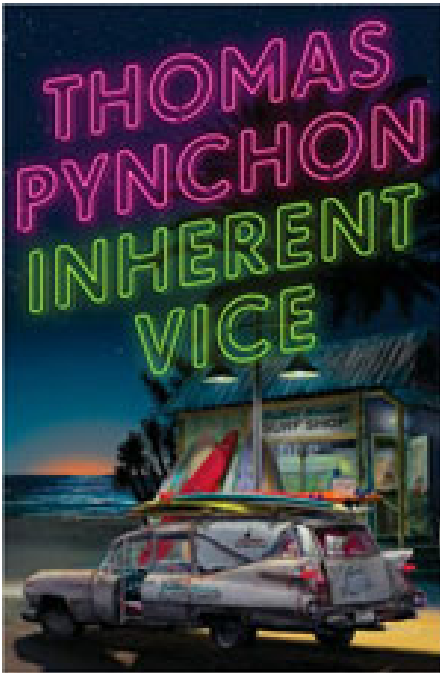
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THE BEACH CRUISER STORY
STORY AND PHOTOS BY STEVE RUMMEL, DARSHAN ZENITH AND
WWW.THOMASPYNCHON.COM/INHERENT-VICE.HTML



The cover illustration of Thomas Pynchon's newest novel titled "*Inherent Vice*" is by Maui artist Darshan Zenith. The piece illustrates a 'retired' Caddy Hearse greeting daybreak at a beach surf shop — and is one of many prints available on his website, www.cruiserart.com. The 1959 Cadillac Hearse is parked in front of the "Endless Summer Surf Shop".

The way Darshan creates his pieces is quite interesting. He paints only the background of the image (the sky, sea, palm trees, etc) and scans the painting into his computer. He then uses 1:18 scale metal diecast models of the cars, photographed against a white background, and loads the digital photo into the computer. From this point on, it's all Photoshop (a graphics editing computer program developed and published by Adobe Systems), integrating the car image into the background painting, and then creating the details with Photoshop tools. So the final work is a digital creation, and there is no original painting of the work. I was told that the basic structure of the surf shack was also part of the original painting for the Caddy Hearse piece. Also, Darshan apparently had the 1966 Bruce

Brown film in mind when naming the shack "Endless Summer."

Since the advent of the automobile age a century ago, the beach cruiser has become a nostalgic presence found along ocean shorelines worldwide. Usually old, and always rusted, the beach cruiser is an integral part of the beach and surfing culture. To those who cast only a cursory glance, the cruiser is often seen as no more than an unwelcome eyesore. But to those who look beyond its rusty and faded skin, the cruiser is truly the embodiment of a unique lifestyle marked by sun, sand, salt and surf.

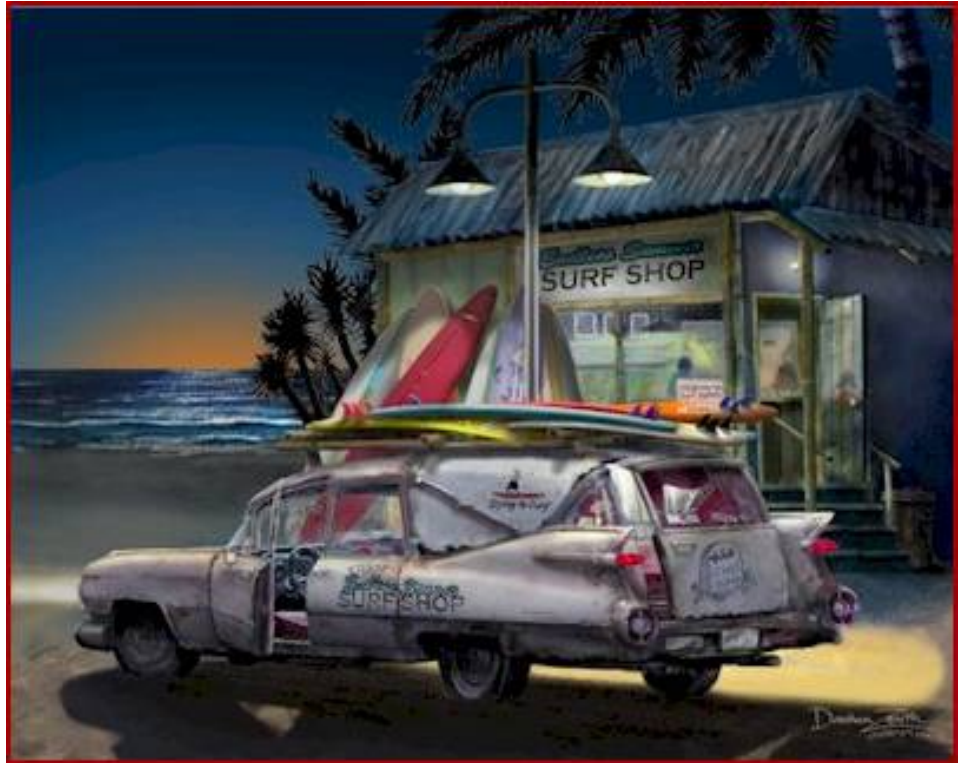
Oh! If the cruiser could only speak, what a story it could tell. Decades ago it rolled off a far away assembly line with the shine and new car smell that made it a prized possession. Somewhere a lucky person became the proud first owner of the latest in style and advanced mechanical features. Perhaps our young cruiser drove along a beach highway and thought to itself, "When I get old I never want to look like that!" And in the naïveté of youth, our cruiser simply turned its head and continued down the roadway — probably headed for the pleasure of a pleasant car wash and the protected comfort of its own garage.



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But with time, change is inevitable. And in the automobile industry styling and mechanical advances lead the way. In the span of a few short years our state of art cruiser was no longer the newest and latest. Indeed before long, it's likely our cruiser found itself in the hands of a second or third owner where utility rather than the latest look became the priority. Our cruiser undoubtedly experienced a less pampered existence as the harsh realities of life now took center stage. Fast-forward a decade or two and for most cruisers life has evolved from a world burdened with few concerns to one focused on day-to-day survival. Routine maintenance and regular washing, let alone an occasional polishing, are a thing of the past. Minor dings and emerging rust spots are ignored. The ethos becomes "keep running and deal with this new, harsher life — or else". Or else the junkyard or the car crusher may be just one breakdown away.



Prints available at www.cruiserart.com

Where do these classic beach cruisers come from? Cruisers come from Illinois, Tennessee and Arizona. They come from Vermont, Missouri and Idaho, as well as California and Florida. Some live their entire pre-cruiser existence without ever having ever inhaled a breath of salt air. What nearly all cruisers have in common, however, is the good fortune to have been spotted by someone (probably a young surfer) who cared little about looks. The job description is simple. Can this cruiser carry my board and myself faithfully to the beach everyday? Will it wait patiently in the warm sun without complaint and then faithfully carry us home again? If the answer is yes, then another beach cruiser is born.

Cruisers come in all shapes and sizes. There is of course the classic Woody station wagon. Seen much less frequently than in decades past, the Woody's heir-apparent has been the Volkswagen Bus. In fact VWs of all styles, as well as old Fords and old Chevys and practically every other make imaginable, are found on the world's beaches. Jeeps, pickup trucks and homemade campers are becoming increasingly popular. The vehicle's ability to access remote beaches and one that facilitates "staying over" at the beach is highly desirable. Certainly the latter is a factor in the popularity of the VW Bus.

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Some cruisers have had incredible life experiences that would make many of us feel our lives have been quite mundane. We know of a Woody, for example, that carried a President and later toured with the Beach Boys. We know of an old Chevy cruiser that once was Elvis' favorite getaway car and another that came within a hair's breadth of becoming a movie star. Still another, whose owner worked at a recording studio, inspired a hit record. But accomplishments and past life experiences don't really matter very much on the world's beaches.

What defines a cruiser? The obvious things are a surfboard rack, a generous dose of rust, duct tape (and occasionally baling wire), tires and body parts that don't match, and of course lots of dings. But it is what lies beneath the cracked and faded paint that really matters. It is the character and wisdom that comes with age as well as appreciation for life that defines a beach cruiser. It's not about the past or good looks. It's about a spirit and a special way of life that is focused on the now. The past doesn't matter and the future lies no further ahead than the next breaking wave.

We see character etched in the leathery face of an elderly person or in the facade of an old building. That same character and wisdom are found in the rusted and wrinkled sheet metal of the beach cruiser, most of whom have lived longer and seen far more of life than their current owners. It's not about looks and status. The young and beautiful have their time and place. But to have survived and to be able to live one's Golden Years parked on the sands of a tropical sun-drenched beach is the ultimate reward. Leisurely passing time with fellow cruisers while your owner endlessly searches out that perfect wave is truly Paradise – the Paradise of being a beach cruiser.

To view more than 15 other beach cruisers — see a sample below, visit www.cruiserart.com.



[Editor's note: Cruiser Art is the proud creation of two long-time friends, Maui artist Darshan Zenith and Maui businessman Steve Rummel. Together they have created and perfected a unique art form that combines the best of automotive art, surfing art and Hawaiian art. Although some tend to focus on one aspect of the art (such as the make of the car, a particular surfing beach or perhaps the Hawaiian sunset), everyone agrees that Cruiser Art is definitely greater than the sum of the individual subject areas it encompasses.]



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TRICKS WITH A V-16 STORY BY CHRIS CUMMINGS



SEVEN-PASSENGER LIMOUSINE

Coachwork by Fleetwood
(ON V-16 CADILLAC CHASSIS)

This car is painted in a charming shade of blue. There is a glass division the full width of the front seat which drops flush with the moulding. For the front compartment there is a rubber floor mat and sheepskin rug in the rear. There are foot cushions

and a very complete selection of convenient appointments including telephone. The entire rear seat is adjustable and the two auxiliary seats facing forward are of generous width.

This rare Cadillac image is from the HUGE auto literature collection of the late Z. Taylor Vinson that has been recently bequeathed to the Hagley Museum and Library in Wilmington, Delaware. This selection is from the 1931 portfolio published by the London GM dealership, Lendrum & Hartman, Ltd.

Source: Yann Saunders

The Cadillac V-16 was an unprecedented marvel on many levels. Nothing quite like it had ever been seen, and it lived up to every bit of Cadillac's advertising prose. Much has been written about the spare-no-expense elegance of the hand-built custom bodies, the use of the finest materials and craftsmanship for the interiors, and the unheard of quiet and smoothness of the driving experience. Relatively little has been said about some of the surprising and unusual capabilities of these machines that set them apart from other contemporary automobiles.



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For all practical purposes, the Cadillac V-16 engine was two straight-eight engines sharing a common crankshaft and camshaft. Each bank of eight cylinders had its own carburetor, manifolds, fuel pump and ignition coil, and the distributor was designed in such a way as to segregate completely the electrical current to fire the right-hand and left-hand plugs. The engine would run, and you could even drive the car, with only the cylinders on one side firing. Of course the car would not demonstrate the exuberant power for which the V-16 engine was known, but it would run.



**Engine of Pete Sanders' award-winning
1930 V-16 Madame X town sedan
Photo by Pete Sanders**

The goals of the multi-cylinder program on which Cadillac embarked in 1926 included superior hill-climbing ability, improved acceleration and unparalleled smoothness. The 452 cubic-inch overhead-valve sixteen cylinder engine that Cadillac introduced in late 1929 had enormous low-end torque that rendered first gear superfluous in many situations. Cadillac salesmen took advantage of this fact.

Touch the starter and go

During the course of a demonstration ride, the salesman would bring the car to a stop and switch off the engine with the transmission in third gear. Then without shifting to neutral or stepping on the clutch, he would switch the ignition back on and simply press the starter pedal. The starter would engage, and as it turned the engine over, the car would begin to move. The engine would fire, and the salesman would accelerate the car (still in third gear) smoothly up to cruising speed, to the amazement of the prospective purchaser. An article in the March 29, 1930 number of ***Automobile Topics*** (reproduced intact in Roy Schneider's seminal book ***Sixteen Cylinder Motorcars***) puts it this way:

Apparently the thing that is pushing the car ahead at a time when the market generally is dull is the effect of the demonstration ride. This is apt to be a thrilling performance. One stunt is to come to a full stop, kill the motor and then skim away in high gear by merely touching the starter. Gears and clutch are engaged before the starter is operated. The car starts smoothly and accelerates with what seems to be perfect uniformity as high as it is safe to go.



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Long-time V-16 Cadillac owner Jack Wade of New Orleans, Louisiana (pictured right – photo taken in the 1990s – courtesy of Jack Wade), told me about a time when this salesman’s trick enabled him and his wife to get home. The Wades attended many parades with their Cadillac sedan, and one such occasion was marred by the failure of the car’s clutch linkage. The pedal fell to the floor useless, and there was no way to disengage the clutch to shift gears.

So, Jack just left the car in third, and whenever he had to stop (at a traffic light, stop sign, etc.) he switched the engine off. When he could proceed, he switched the ignition back on and pressed the starter pedal. Arriving home, he drove right up the driveway and into the garage in third gear. One of the latest fuel-conserving features on some modern cars is a feature called “start/stop.” The U.S. government’s fuel economy website (<http://www.fueleconomy.gov>) explains the concept as follows: “Stop/Start technology conserves energy by shutting off the gasoline engine when the vehicle is at rest, such as at a traffic light, and automatically re-starting it when the driver pushes the gas pedal to go forward.” As the old saying goes, “Everything old is new.”

Taking the car for a walk



“Cadillac Jim” and his wife Louise at a joint national meeting of the VMCCA and the CLC in 1961
Photo courtesy of Jack Wade

defines that to mean “the practice of exiting a moving vehicle and dancing either beside it, or on the hood or roof, while the vehicle is in motion.”



Two people have separately told me an interesting story about the late Jim (“Cadillac Jim”) Pearson, a man who achieved legendary status among old Cadillac enthusiasts. While cruising along in his V-16 with a friend or acquaintance, Mr. Pearson would slow down in third gear to a very low speed. Then he would retard the spark, so that the car would run even more slowly, at an easy walking pace. Then he would open the door, climb out of the car, shut the door and walk alongside, with his hand through the open window, holding the steering wheel and leisurely guiding the car along. Once his guest was suitably impressed, he would open the driver’s door, climb back in, step on the gas and drive off. Lately, the ***New Oxford American Dictionary*** has recognized a word for that – it’s called “ghostriding.” The dictionary helpfully



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The fire-breathing dragon

In the 1950s, pioneer V-16 restorer Paul Schinnerer was driving around in his 1930 V-16 All-Weather Phaeton with Eddie Edmonds intake manifolds and four downdraft carburetors in place of the two stock updraft carbs the car came with. The hood stayed home so the public could see the engine and marvel. Almost by accident, he found out that his old Cadillac could do something quite remarkable. As he tells it in a recent article in ***The Self-Starter***:

One day I discovered that by slowing down to 5 mile per hour in third gear, applying my left foot on the brake, retarding the spark and wiggling the gas pedal, there was a loud poof, as flames shot out of all four carburetors about five feet high. At night the bright flash lit up the sky¹

Mr. Schinnerer goes on to regale the reader with an account of demonstrating this feat at the local drive-in one evening.

On a balmy summer evening, a few of my college friends gathered for a trip in the "16" to a drive-in restaurant where the hot rodders hung out. We pooled our resources, nickels and dimes, enough for \$2 worth of gas. It was a little past dusk when the Cadillac roared into the drive in with a gigantic poof of flames. People began running. They thought it was blowing up. A crowd soon gathered to get a look at the fire-breathing monster.

The spectacle of one of these most distinguished of classic automobiles sending a crowd of young hot rod enthusiasts running for cover is at once incongruous and highly amusing. In the nearly sixty years that he has been involved with Cadillac V-16s, Paul Schinnerer has come to know them as thoroughly as the men who designed and built them.

The motivation for this essay was to entertain, but there's a noteworthy observation to be made. A remarkable invention frequently lends itself to uses and capabilities not originally expected. Sometimes those abilities are amusing, but sometimes they are more significant.



**Paul Schinnerer's 1930 V-16
All-Weather Phaeton
Source: CLC SoCal Website**

In the early 1960s, the Air Force discovered that its first supersonic jet trainer, the T-28 Talon, could perform well enough to serve as a fighter plane, and so the F-5 Freedom Fighter was developed from it. All of these old cars that we buy, work on, drive and enjoy are marvelous contraptions, and sometimes we have no idea just what wonders they are waiting to show us.

¹ Schinnerer, Paul. "Early recollections of a Cadillac V-16 nut." ***The Self-Starter***, Vol. 48, No. 8, August 2005.



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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 rebuilt hydra-matic 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 \$6,800** – 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 \$99,500 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 \$6,000 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

NEW ARRIVAL 1977 Eldorado – 40,000 miles – All original with no rust or bad panels – Has always received regular maintenance on a grand scale – Fully-optioned including rare 8-track player – Everything works perfectly except for the power antenna – Does not leak and drives perfectly – Tires are fairly new and the engine has had a recent tune-up plus a new radiator, belts and hoses – See pictures at <http://www.clcpotomacregion.org/77cadillacforsale.htm> – **Asking \$7,000 with delivery a possibility** – For more info, contact Brian Staffone at 301-788-1959 or brian.joel.s@gmail.com – Car is located in Mt. Airy, MD

NEW ARRIVAL 1981 Eldorado – 72,614 miles – Purchased in late 1980 from Palomar Cadillac/Pontiac in Palomar, California – Driven by the original owner primarily in California and Arizona until early 1994 – Shortly after his death on April 14, 1994, the title was transferred to his brother-in-law in Menasha, Wisconsin – At that time the car had about 60,000 miles – Second owner had a seasonal home in Phoenix, Arizona and used the car primarily for travelling back and forth from Wisconsin until he became seriously ill in 2000 – Car was mostly in indoor storage until July 2003 when the current and third owner used an agent to purchase it – Mileage at that time of purchase was 69,894 miles – Since arriving in Jupiter, Florida along with its maintenance records from the second owner, the car has always been garaged and well cared for – See pictures at <http://www.clcpotomacregion.org/81cadillacforsale.htm> – **Asking \$10,000** – For more info, contact Roy Vander Putten at 561-745-0893 or royvp1076@aol.com – Car is located in Jupiter, FL

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

Other Services



Insurance information and articles at
www.carseek.com/insurance



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