



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

February 2010



DIRECTOR'S MESSAGE BY VINCE TALIANO

2010 OFFICERS:

REGIONAL DIRECTOR
NEWSLETTER EDITOR
WEBSITE MANAGER
VINCE TALIANO

ASSISTANT REGIONAL DIRECTOR
DAN RUBY

NATIONAL DIRECTOR
NEWSLETTER COLUMNIST
JACK MCCLLOW

SECRETARY
ASSOCIATE NEWSLETTER EDITOR
VALLEY FORGE REGION LIAISON
SANDY KEMPER

CAR SHOW COORDINATORS
CENTRAL PA REGION LIAISONS
DIANE & HENRY RUBY

TREASURER
HARRY SCOTT

MEMBERSHIP CHAIRMAN
NEWSLETTER COLUMNIST
R. SCOT MINESINGER

ACTIVITIES DIRECTOR
VACANT

OTHER KEY POSITIONS:

SUMMER PICNIC HOST
J. ROGER BENTLEY

AUTOMOBILIA AUCTIONEER
HAMPTON ROADS REGION LIAISON
GEORGE BOXLEY

NEWSLETTER COLUMNIST
RITA BIAL-BOXLEY

SHOW WEEKEND COORDINATOR
SHELLEY CHADICK

NEWSLETTER COLUMNIST
CHRIS CUMMINGS

NEWSLETTER COLUMNIST
JIM GOVONI

CAR SHOW SPONSOR AND HOST
DANIEL JOBE & CAPITOL CADILLAC

NEWSLETTER COLUMNIST
TOM MCQUEEN

HONORARY MEMBER
NEWSLETTER COLUMNIST
VERN PARKER

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

CENTRAL VA REGION LIAISON
NEWSLETTER COLUMNIST
STEVEN SISSON

In January, I started a new position with my employer that is going to require weekly out-of-state travel. As a result, my availability for monthly meetings will be limited. I do, however, plan to continue working on the newsletter, website and car shows. The full impact of my new position on my involvement with the Region won't be known for awhile.

In the meantime, Potomac Region officers have agreed to serve as meeting facilitators on a rotating basis. If other meeting attendees are interested in facilitating a meeting, please let us know. It's easy to do! Our Region's Secretary Sandy Kemper will provide you with the meeting agenda in advance. With our bi-annual elections scheduled for later this year, this is the perfect time for members to get more involved in the running of our Region to see if they are interested in pursuing club officer positions.

Thanks to everyone for continuing to submit great articles for our publication. This month our stories take readers from the 1950s to the present time and from California to Sweden.

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.

Our condolences go out to Nancy & Jack Hotz on the recent passing of Nancy's mother.

Vince Taliano



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LETTERS TO THE EDITOR



January 1, 2009

Happy New Year to our fellow Potomac Region members! We would like to take time to express our thanks and appreciation to all who took time out of their busy schedules to attend our Holiday party. We enjoyed hosting the event and we especially thank the members who contributed in making this party a success.

God Bless America!

George & Rita Boxley
West River, Maryland

En av fyra tillverkade Cadillac Le Mans 1953

Nu har vi väl rört ihop det i alla fall. Det ser ju alla att det är en 54:a och Le Mans gjordes väl av Pontiac?
- Mm, rätt om det inte vore för att detta är en konceptbil som tillverkats i fyra exemplar varav endast en är kvar i originalskick. Bilsport Classic fick en exklusiv visning av den unika Cadillac som idag är värderad till 35 miljoner kronor.

AV LARS-ÅKE KRANTZ (TEXT & FOTO)

Den står i ett val av plastglas på Hersheys bilmuseum. Inte helt lätt att studera, och att titta och omringla att nå från Bilsport Classic från Sverige fick möjlighet att tillfälligt ämnas med den. I det som då fast det med en gång.

Ägaren Scott Milestone behövs inte spela på lotto. Försett det är han en alldeles vanlig bilägare. Han älskar gamla amerikanska, och en sådan Chevy baryngingbil och tillbringar all tid i och runt sina garage. Eksessionen är han kul, otänksam och trivs bland folk som tar honom för den han är och inte för vad han har.

...Du skall få följa bilen Lars, sade han. Vad har du för mobilnummer? Jag ringde dig när vi är på gång.

Motorama

Cadillac Le Mans byggdes för GM:s Motorama Show 1953 men för

att första måste vi på tillbaka till början av 40-talet.

Till hjälp av andra världskriget hade biltilverkningsen avsett att skval designmassigt som tekniskt då bilfabrikerna fick koncentrera sig på att tillverka krigsmaterial.

När freden kom 1945 var det fortfarande bensin på råvara och 1946 års bil var i princip samma som 1942 års. Det skulle ta andra till 1949 innan bilindustrin kunde gå för fullt och vid det laget var behovet efter något nytt i bilväg skrikande. GM satte då upp sina magnifika bilpresentationer kallade Motorama.

Det började som utställningar och växte till enorma shower som turnerade i karavaner innehållande 100 bilar och stora miljonärsbesökare.

GM höll åtta Motoramautställningar från 1949 till 1961 innan dessa produktioner inte gick att



Cadillac Le Mans 60. Tullshag sportbil i glasbur. En konceptbil som byggdes i fyra exemplar. Bara denna är kvar i den originalskick.

"Holligan" (när) är en bil som byggdes för den stora motorama show som hölls i GM:s Motorama Show 1953 men för

Vince,

My name is Lars Krantz and I'm a journalist working in Sweden. I'm just finishing a feature about Scott Milestone's 1953 Cadillac Le Mans for a Swedish Car Magazine, Bilsport Classic. I met with Scott and saw the car at the AACA Museum during Hershey week.

As a thank you for granting permission to use the picture of Tomajeau Haugerud, who drove the car in the 1950s, from your website, I will send you an issue of the magazine.

Lars Krantz
Sweden



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2010 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Feb 11-14 Thu-Sun		2010 Motor Trend International Auto Show	Convention Center Baltimore MD	www.motortrendautoshow.com/baltimore
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 6 Sun	10:00 am - 3:00 pm	29th Annual St. Patrick's Day Parade Classic Car Show	Old Town Alexandria VA	www.ballyshanners.org
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
Apr 30 - May 1 Fri-Sat		77th Annual Dover Days Festival (Car Show Fri – Parade Sat)	Dover's Historic District Dover DE	Robin Coventry at 302 734-7511 or rcoventry@visitdover.com
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
Aug 24-29 Tue-Sun		CLC National Driving Tour Hosted by the Pacific Northwest Region	Washington State	Bradley Huson at 253-761-7709 or bhuson@wamail.net or Kevin Berry at 425-358-0674 or kseanberry@msn.com
Sep 2-5 Thu-Sun		3rd Grand European Hosted by the Cadillac LaSalle Club France	Richelieu France	http://cadillaclasalleclubfrance.blogspot.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

Visit us on the web!
www.clcpotomacregion.org



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JANUARY 18, 2010 MEETING MINUTES

BY SANDY KEMPER

PLACE: Silver Diner, Merrifield, VA

TIME: 7:30 PM

PRESIDING: Membership Chairman Scot Minesinger

ATTENDANCE: Bryce Frey; Brenda & Jim George; Jeff Gurski; Sandy Kemper; Tom McQueen; Vern Parker; Diane & Henry Ruby; Harry Scott; Richard Sisson and Steven Sisson

MEETING LEADER'S REMARKS: Scot thanked everyone for attending. Scot explained that Vince Taliano has a new position with his employer that requires weekly out-of-town travel. This will have a major impact on his time. He plans to continue as Director, produce the newsletter, maintain the website, and perform many other tasks on behalf of the Region. But he will not be available for meetings during the week. Several members suggested that we should have people rotate the role of meeting leader to have different voices and ideas conducting the meetings. There are still many months needing a meeting facilitator. We need people to step up to take this important job for the club. Note that in Sandy's role as Secretary, he will assist the meeting leader with the agenda prior to and during the meetings.

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

TREASURER'S REPORT: Harry Scott provided a Year-End Financial Statement covering the time period from January 1, 2009 – December 31, 2009. The Region's Net Income for the year was \$2,728.40. The checking account balance as of the meeting date is \$8,698.48. The CD principal balance is \$5,759.15. Also, Harry submitted the required form to the IRS to renew the Region's tax status and Tax ID number. The Region is classified by the IRS as a 501(c)(7), a non-profit "social & recreation" club.

MEMBERSHIP REPORT:

- Scot Minesinger submitted a reported stating that our starting 2010 membership is at 185 members. He said that there are approximately thirty 2009 members who he will be contacting in the coming weeks to encourage them to renew.
- Scot said that we submitted our 2009 membership numbers to the CLC as required. The Region is 100% compliant with the CLC rules, i.e. 100% of the reported members are current with both their national and region dues

ACTIVITIES REPORT:

- 1. Recently held events: Holiday Party:** On Sun., Dec. 13, Rita & George Boxley hosted the Potomac Region's Annual Holiday Party at their home. In spite of the persistent rain, over 50 people attended the event. Thanks to everyone for making this year's 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.



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2. Upcoming PR Events:

- **REMINDER: 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.
- **Spring Car Show & Automobilia Auction, Sunday, May 16, 2010**. Use these winter months to rummage through your garage and find items that you will be willing to donate for the auction.

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

- **AACA Bay Country Region, Winter Parts Meet, Jan 23, Governors Hall, Sailwinds Park, Cambridge, MD**
- **Washington Auto Show, Jan 27–31, Convention Center, Washington, DC**
- **Baltimore Motor Trend International Auto Show, Feb 11-14, Convention Center, Baltimore, MD**
- **37th Annual Atlantic City Classic Car Auction, Feb 26- 28, Atlantic City Convention Center Atlantic City, NJ**
- **29th Annual St. Patrick's Day Parade Classic Car Show, Sat., Mar 6, Old Town Alexandria, Virginia**. Registration for the Car Show will begin promptly at 8:30 AM with judging starting at 10:00 AM. Only those car owners chauffeuring a dignitary will be allowed to drive in the parade. Due to parade time constraints, the total number of participants for the car competition will be limited to 50. All cars must be pre-approved for entry. Application deadline is Tuesday, February 23, 2010. Vern Parker will judge the Classic Car Show.

NEW BUSINESS: Following an inquiry about the availability of PR grille badges, a motion was approved for the Region to purchase twenty-five (25) grille badges.

OLD BUSINESS: Reminders of PR events planned for later this year:

1. We need a theme for this year's Fall Show as discussed at our last meeting. One suggestion at this meeting was ***Fabulous Fleetwoods***. The Region will work with Daniel Jobe over the next few months to review the suggestions and to select a theme.
2. The Valley Forge Region is making plans to hold a Run/Meet to the Baltimore Streetcar Museum. It will be a weekend event, probably held on Nov 6-7 or 13-14, 2010. All neighboring CLC regions have been invited. Chuck Piel has agreed to be our Region's point of contact. This may become a full-scale Inter-Regional event which we are supporting through our participation.

NEXT MEETING: Sunday, February 21, 2010, 2PM, Snyder's Willow Grove Restaurant in Linthicum, MD

ADJOURNMENT: Meeting adjourned at 8:05 PM



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2009 POTOMAC REGION MEMBERSHIP REPORT BY VINCE TALIANO

For the third consecutive year, the Potomac Region topped 200 members. Our total region recognized members (local members who are also active nationally (a requirement) at the time of the analysis) was 211, which places us in the top two CLC regions in the country along with our friends to the north, the New England Region.

The Region had members in eight states, the District of Columbia and in the Armed Forces, as illustrated below. Maryland posted the highest number of members, 114, from 14 counties and the City of Baltimore. Virginia yielded 64 members from 17 different counties and/or cities. 74% of the CLC National Members living in our boundaries at the time of the analysis were also members of the Region. Also, at least 27 Potomac Region members (13% of our total) were from areas outside of the Region's boundaries of MD, DC and Northern VA.

POTOMAC REGION TOTAL BY JURISDICTION:	MARYLAND TOTAL BY JURISDICTION (COUNTY or CITY):	VIRGINIA TOTAL BY JURISDICTION (COUNTY or CITY):
114 Maryland	39 Montgomery	28 Fairfax
64 Virginia	14 Anne Arundel	7 Alexandria
9 Georgia	14 Baltimore County	6 Loudoun
6 District of Columbia	12 Prince George's	6 Prince William
6 Pennsylvania	8 Howard	3 Arlington
5 New Jersey	7 Calvert	2 City of Winchester
3 Florida	6 Frederick	2 Fauquier
1 APO (Military Post Office)	4 Baltimore City	1 Bedford
2 Delaware	3 Carroll	1 City of Alexandria
1 South Carolina	3 Queen Anne's	1 City of Staunton
211 TOTAL	1 Charles	1 Lancaster
	1 Harford	1 Madison
	1 St Mary's	1 Prince Edward
	1 Wicomico	1 Rockingham
	114 TOTAL	1 Salem
		1 Spotsylvania
		1 Warren
		64 TOTAL

Thanks to R. Scot Minesinger, Membership Chairman, and all of our members for making 2009 another stellar year!



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2010 CLC WINTER BOARD MEETING – PART I BY JACK MCCLOW

Ahhh, California in January! Being an elected board member for the Cadillac & LaSalle Club is a tough job, but as they say, someone's got to do it. But it's not always this sweet. Last year at this time I was in a suburb of Chicago bundled up against the brisk winds in minus 20 degree weather. I earned my cold weather stripes on that trip, that's for sure.

But this year, attending the winter board meeting in Oakland, California was a breeze by comparison: a hotel located right on the San Francisco Bay, in the heart of Jack London Square, and a room with a spectacular view of the great city of San Francisco way off in the distance. That was a fantastic way to spend six days in January while also representing all 7,000 plus members of the Cadillac & LaSalle Club in general, and the 200 plus members of the Potomac Region in particular. I would like to extend a very special thanks to Fred Bausch, CLC Vice President of the Western Region, for all his efforts in putting together the plans for the four days of the event, and for all his attention to the details that made every minute of this winter board meeting go off without a hitch, right down to the added touch of having his very own 1907 bright red Cadillac, known to all as "*Miss Ruby*", parked inside the hotel lobby right outside our meeting room.

Aside from all the activities Fred had lined up for us, we found several other ways to entertain ourselves. For this issue of the *Caddie Chronicle*, my article focuses on the Board Meeting itself. Next month's issue will include Part II of my story, the tours and events that were held before and after the meeting.

Early Saturday morning was time to get down to business. The meeting was called to order promptly at 8 AM by President Glenn Brown who welcomed the 30 plus members of the board in attendance. We had a full agenda and the meeting lasted nine hours. The major items of discussion were as follows:

Club Financial Status

After years of running an annual surplus, the club lost \$22,875 last fiscal year. This is almost entirely attributed to the loss of financial support from the Cadillac Division of General Motors. In years past, our club received a very generous contribution toward the Welcome Reception for the annual Grand National, as well as monthly payments for advertising on the full back cover of every issue of *The Self-Starter*. The loss of these two funding sources is the sole reason for our current financial losses. To date, no new advertisers have been found to replace the lost ad revenue for the magazine. In addition, the local region hosting the prior Grand National had been counting on the contribution from General Motors for the Welcome Reception and, by the time it was determined that no funds would be forthcoming, the commitment to host the event was beyond cancellation, so the national club felt obligated to make up the difference. Going forward the Welcome Reception will be modified so as to not require support from the national club, and it is hoped that new advertising sources will be able to be developed to make up the lost ad revenue in the very near future.



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There still is, however, good news on the financial front: the club's reserve fund is still very much intact. A decision had been made years earlier to set aside a reserve fund of no less than the amount needed to run the club for one full year in the total absence of income. That goal was reached and the reserve fund has held steady every since. Even with the losses from last year and the projected losses from this coming year, the reserve fund will still have an adequate balance to honor the commitment made all those years ago.



2010 CLC Winter Board Meeting
Photo courtesy of Martina Butler

Several cost-cutting measures were discussed, with the most time spent discussing the publishing schedule for the International Membership Directory. Currently it is published on an annual basis; it costs approximately \$10,000 per publication. Consideration was given to changing this schedule to an every-other-year basis; the club could save approximately \$5,000 per year by making this change. But the board was about evenly divided on this issue. Those in favor of keeping the publication on an annual basis argued that this directory is too important of a benefit to the club members to update and distribute it only once every two years. This is one of those issues that has strong feelings running on both sides. I would be very happy to hear all thoughts on this topic from the Potomac Region members in order to have a better sense as to how I should vote when the topic comes up once again, as I am sure it will, at the next board meeting.

Membership

Membership is currently holding stable in the 7,200 plus range. This compares well to many other major clubs such as the Buick and Packard clubs, respectively, that are experiencing loss of membership.

Dues structure has not been changed in many, many years. This was a topic that was briefly discussed, but our CLC office managers, who represent two other major clubs in addition to ours, told of another club that raised dues in order to offset operating losses only to see a noticeable drop-off in membership as a result. Leaving the dues structure exactly where it is currently, for as long as possible, was the consensus of the board.



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Ideas for enhancing membership recruitment include setting the club up on Facebook and on Twitter, as well as the possibility of using the services of a new product called www.MotorPool.com, which has been developed by club member Morgan Murphy. Morgan gave an in-depth presentation to the board in the promotion of his services. Further consideration into this proposal will be undertaken by the club's Long Range Planning Committee.

The club is also looking for someone to establish an entry in Wikipedia for our club, with hopes that this will bring more future members to our club via the search engines on the Internet.

Information Technology

Jeff Hansen has officially stepped down as Vice President of Information Technology, although he is continuing to perform many of the duties. The position is responsible for everything related from the website/user forum to the annual tabulation of the judging sheets at the Grand Nationals. A couple of candidates have been identified and further discussions will be held.

Tom Hall, a CLC member from Long Beach, California, is working on a database of information about Cadillac Dealers past and present. There was an excellent article about this database last year in *The Self-Starters* under the heading, "Where did my car come from?" This database should be available to all CLC members very soon, and Tom is being added to the list of Club Technicians

National Events

Toni Rothman, Vice President of National Activities, is continuing to serve in this role until a replacement can be identified. As of this time, there are no candidates who have been identified to take over this role.

The 2010 Grand National will be in Overland, Kansas, just over the border from Missouri into Kansas, hosted by Missouri Valley Region. The dates will be from July 14th through the 17th, and the registration forms are ready to be completed and mailed in. Rooms are still available at the host hotel as the hotel has been willing to expand the room block as the demand warrants.

There will be a National Driving Tour held this summer in Washington State hosted by the Pacific Northwest Region – the dates will be August 22nd through August 27th.

Club Awards

As Chair of the Newsletter Excellence Award committee, I submitted my report. For calendar year 2009, 38 out of the 45 regions and 3 out of the 11 chapters submitted one or more newsletters. A total of 302 newsletters were submitted for consideration. This year's winner will be announced at the Grand National.



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PR Members in attendance
L to R: Bob Crimmins, Jack McClow and
Martina Butler
Photo courtesy of Martina Butler

There is a move underway to establish a new Grand National Award to be called ***The Cross Country Award***, in honor of Frank DeCou who died in a traffic accident last year in July. Frank was best known for faithfully driving his 1940 LaSalle from Illinois to the Grand National, no matter the location, often with Glenn Brown riding shotgun. The award will be given the person who drives a Cadillac or LaSalle, 25 years old or older, a certain number of miles over a certain number of consecutive years. The details have yet to be worked out, but the board was in agreement that such an award would be a nice way to reward those who get their collectable cars out on the road for extended periods of time to reach the various destinations of our Grand National events.

CLC Museum & Research Center

The CLC Museum Board gave their presentation and it included some very exciting news: a decision has been made to build our Cadillac LaSalle Club Museum on the grounds of the Gilmore Car Museum Complex in Hickory Corners, Michigan. The Gilmore Collection is a popular spot for automotive enthusiasts, and this location should be perfect for our long awaited new museum. For more information of the Gilmore complex, go to www.Gilmore.com. The CLC Museum Board will hold a special spring board meeting to present the proposed documents needed to swing this project forward.

Technical Services

Bill Anderson, Director of Technical Services, reported that there are some CLC technicians who have retired and some others who will be retiring in the near future. Bill is asking for volunteers to help fill these positions. Please contact Bill directly to learn more about how these positions function and to see if you might be interested in joining him in adding to this important area of expertise within our club. Bill reported that there are several current holes in our directory he would like to fill in, so please see if you can help if at all possible. Also, Bill mentioned that there are six new authenticity manuals currently in production; five are entirely new.

Tom Young is working on a new authenticity manual that will cover the years 1924 to 1938, for both Cadillac and LaSalle automobiles, including the V-16s. The new manual will be a compilation of six existing manuals. It will be approximately 1,200 pages in total presented in a three-ring binder, and will include 4,200 close-up color pictures of details covering 38 chassis and 914 body styles along with 1,000 comments from experts on these models. Intended primarily for restorers, it will aid those whose collections include many cars from this period, and for those interested in studying the evolving design of parts and cars over a formative period of automotive history. The cost per copy will be \$375.



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Club Merchandise

Dave Ritchie, Vice President of the Southwest Region, gave a presentation of the expanding line of CLC merchandise that will soon be available through the Club Store. All of these new items will soon be available for sale at the upcoming Grand National in July of this year.

Club Elections

This year is an election year for the Cadillac and LaSalle Club. All twenty of the current elected board members will be coming up for election this spring. The deadline for having your name, or the name of someone you feel would make a fine board member for the CLC, added to the ballot is March 15th. Please contact Lee Herbermann at southeastvp@cadillaclasalleclub.org for more information on how to run for one of these very important positions at the national level. The winners of this year's election will take office on July 17th of this year at the conclusion of the Saturday night awards banquet at the Grand National.



PR's Original Leadership
L to R: Co-founders Ron Van Gelderen
and Steven Sisson
and Secretary Bryce Frey
2007 Legacy of LaSalle Event
Photo courtesy of Ron Van Gelderen

The board meeting ended around five in the afternoon. After a short break we all began to gather back together for our farewell dinner. At the dinner, Ron Van Gelderen, co-founder of the Potomac Region, gave a little talk regarding how much the club has meant to him over his forty plus years as a member. He also spoke to us about the privilege to have been able to attend the Detroit Auto Show, from which he had just returned, prior to its public opening. He told us about the new Cadillac model scheduled to be the replacement for the current STS and DTS lines (it will be called the XTS and should be out for 2012 or 2013 model year), and brought photos showing that it will have some references, styling-wise, to the Sixteen concept car of a few years back. To me, it looks to be smaller than I would have expected, sized somewhere between the current STS and DTS, and may feature frameless window glass, something not seen in a Cadillac four door since, what, the 1985 Seville? He also told us about meeting the new, 41 year old head of the Cadillac Motor Car Division, Bryan Nesbitt, formerly of the PT Cruiser fame, with his blue jeans and open collar: quite a departure from "the look" of all previous Cadillac General Managers.

The next winter board meeting will be held in January of 2011 somewhere in the Boston, Massachusetts area and will be hosted by the New England Region.



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INTRODUCING "PROJECT OMAHA" ('56 BIARRITZ) – PART IV STORY AND PHOTOS BY LOU COMMISSO

[Editor's Note: In Part III, the car was mounted to the rotisserie and the underbody was painted using a single stage urethane finish. Next steps were to finish stripping the quarter panels.]

It has been a little more than one year since the Eldo rolled off of the trailer. My, how time flies when you're having fun! Hopefully the car will be completed by the end of year two.

I have finished the body work and painted the car. I used a single stage urethane from PPG called Concept (DCC). It's always best to block sand and buff within the first few days after the paint has dried enough. After about three days the finish becomes very hard. You can still block and buff but it's twice as hard to get the sand scratches out.

Switching gears now to the interior. The shop doing the work insisted on having all of the interior metal parts blasted and painted. I had the choice to prep the parts myself or pay the interior shop to do it. Prep and paint is right up my alley, so it should have been a cake walk. Boy was I wrong! Stripping the seats down to the frame involves snipping off hundreds of hog ring clips, which by the way go flying in every direction when you cut them. The door panels and quarter panels metal had a thin layer of cotton over them. This cotton is glued on, so you have to scrape it all off to get down to the bare metal. When you get to this part you now understand why the interior shop wants the metal parts blasted and painted. When the interior parts were made, these steel parts were left bare and then covered with a cotton layer and then covered over in leather; a perfect recipe for condensation which ultimately leads to rust because the cotton lining holds the water.



Looks even better after being block sanded and buffed!



Stripped down interior parts waiting to be blasted and painted before going to the interior shop



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It was a lot easier putting the body back on than it was taking it off. It also helps to have access to a set of 10 ton truck stands. Then it was simply a matter of lining up the chassis with the body and rolling it into position. Once the chassis was in position, I used the engine hoist to lift the shell from the firewall. The rear of the shell still had the rotisserie end attached to it. Then all I had to do was hydraulically lower the body down, a little at a time from front to back. Smooth as silk!

The car is a documented 66k mile car that ran great, smooth and quiet. The transmission was equally as nice, shifting perfectly through all gears. So, I was left with two options: 1) rebuild a perfectly good low mileage engine and tranny or 2) let them be. After talking to a few people, my conclusion was to not rebuild them. I was not convinced that the internal engine parts available today are of the same quality as what Cadillac used some 50+ years ago and I got a '56 tranny that shifts perfectly (I ain't touching it). But that doesn't mean I didn't open the engine. I dropped the pan and removed the intake and baffle tray and was able to rest easy with my decision. Everything was clean with nothing loose or worn. So, I replaced all of the gaskets and closed her up. Other things like the carbs, starter, generator, water and fuel pump are all being or have been rebuilt.



Ready to be reunited



Rebuilt carbs have been installed



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Steering column looks as good as new



Convertible top frame ready to be painted

Work on the interior continued. I completely disassembled the steering column for a repaint and general inspection/cleaning. I was pleased to see that the infamous brass horn ring and wire were in excellent condition. Here's a picture of the column all done (pictured left).

The column and the balance of the wiring for the car have been installed. I had to fabricate a new wire harness rocker covers because as you could imagine, the originals were rusted away. Also, the seat track assembly was cleaned and painted, which included greasing up the six-way power seat works.

Also installed was a new convertible top pump, along with pistons and hoses. The top switch was disassembled and all the contacts were cleaned to get it working like new again. Next up was the convertible top frame. It was completely disassembled, stripped of old paint and repainted. The chrome top frame arms have been sent to the plater and should be back in about three weeks so, reassembly will have to wait a while.



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MY FIRST RIDE IN A CADILLAC – PART I BY IVARS JAUNRUBENIS

Most of us remember our first ride in a new car as nothing more than just routine. But a very first ride in a Cadillac, occurring at a very young age or later, is something special. Of all places, my first ride in a Cadillac happened while I was in the military.

In the mid 1950s, my first military assignment was in San Francisco at the Presidio. At that time it was a prestige military post often called the West Coast's version of Fort Myer in Arlington, Virginia. I was assigned to a special ceremonial honor guard artillery unit. Quite often, some of us were assigned to the post's military police battalion to support them whenever we did not have many ceremonial duties.



The Old Coast Guard Station with the Golden Gate Bridge in the background. Since 1994, the Presidio has been a part of the Golden Gate National Recreation Area.

Source: NPS.GOV

One day, my unit Sergeant First Class Arthur McKeen and I received an order to report to our Commanding Officer for a special duty. Both of us wondered what this duty would be; perhaps a boring guard duty post at the commanding General's main office, maybe escort duty for some visiting dignitaries, or simply some "hurry up and wait" duty. Sergeant McKeen was a highly decorated World War II and Korean War Veteran, but to us, he was like an elderly father who we looked upon with great admiration. One could see that he had an officer's manner because he took everything in stride and patience. We often called him Sarge Arty or simply Arty. One could say he was a Soldier's Soldier.

When our Commanding Officer, who was an elderly Colonel, arrived, we were told of our duties, which included traveling to Eureka, California (approximately 280 miles north of San Francisco) to take custody and to transport an AWOL soldier back to base. We were told by the Commanding Officer that we were selected to carry out the duties because we were fine professional fine soldiers and a credit to the U.S. Army. Then the Colonel continued with our duties, but we never knew all of the details on how the soldier ended up so far away from San Francisco. All we knew was that he was from the Triple A Battalion across the Bay. Evidently, he had been rolled (robbed) and was left by the roadside. We were to bring him back safely. We were also told to wear Class A uniforms and that the per diem, bus tickets, and paperwork would be ready in a few hours. We understood our orders, saluted the Colonel smartly and left.



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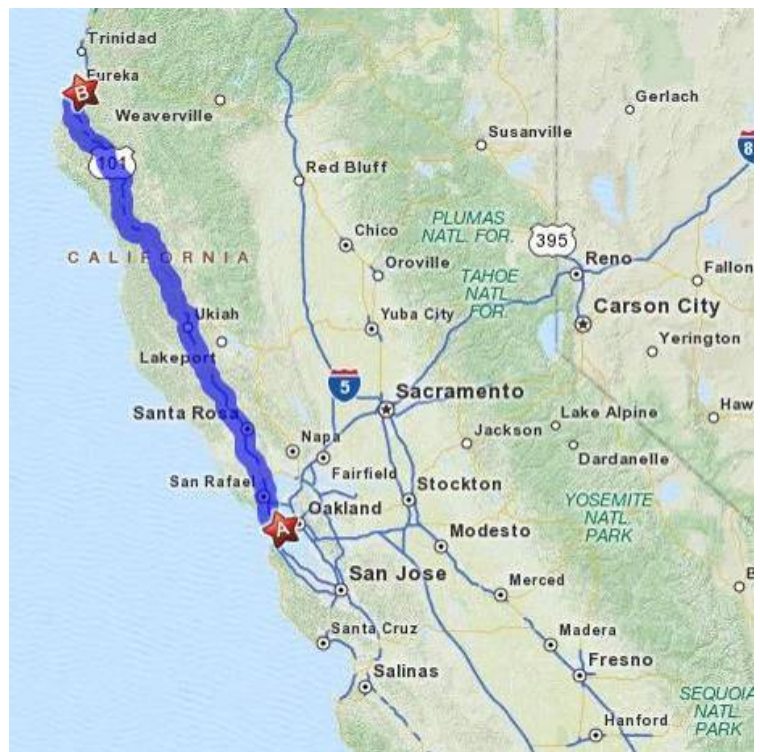
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I did not particularly like or look forward to this kind of duty but suddenly, I saw Arty wink with one eye and then smile at me. At first, I really did not understand what that meant but then he turned and said, "We will have some free time to have fun since it takes a few days for these things." He also went on to say that his Aunt Milly lives a few miles outside of Eureka in a big house and that she had just bought a new 1955 Cadillac, but he was not sure which model it was. He was certain that we could stay there and she will let us use the new car. Arty told me to come on and let's go get our stuff together. He said, "If you have some civies, throw them in a bag and bring them with you." I did not need to be told twice and was ready to go soon after.

Once we obtained our per diems, bus tickets and paperwork, we were ready to go. We boarded a Greyhound bus straight to Eureka. During the ride, I asked Arty, "How can your aunt afford a new Cadillac?" He told me that his aunt helped her two brothers run some sawmills and lumber businesses that they inherited from their grandfather and father. He informed me that his aunt's father always bought Cadillacs and Buicks. I went on to ask Arty, "Would it be a burden for her to have us stay at her house?" Arty answered, "Oh no! You see, she never married and has no kids. She lives alone in a big house with her housekeepers." Arty had lost both of his parents at an early age and his aunt had raised him like he was her son. He drove a dark green 1954 Buick Roadmaster sedan that was a gift from his aunt after he returned from Korea. He adored his aunt and spoke highly of her. He told me that his aunt was charming, but a savvy and steely business woman. He then said, "Wait until you see her house and the garage behind it."



We arrived in Eureka around midnight. Since it was late, Arty decided to call his aunt to tell her we would stay in a hotel. She was glad that we arrived safely and told him that she would pick us up in the morning. With great anticipation, I awaited the morning.

We woke up early, had some coffee and waited for his aunt to arrive. I was reading the morning paper when I noticed a two-tone green Cadillac Fleetwood Series Sixty Special sedan driving up to the hotel's front entrance. Out stepped an elegantly dressed lady in her fifties. Arty looked up and exclaimed, "There is Aunt Milly." After introductions and pleasantries, I could see that she was a stylish lady. She had a certain charm and warmth about her. (Thinking back, she reminds me of Hillary Clinton but somewhat taller.) His aunt said, "I know both of you boys are hungry, so we will drive to my house for some breakfast." She asked Arty to drive the car.



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The Cadillac was a Fleetwood Sixty Special sedan equipped with everything including air conditioner. The interior was two-tone green and the seats were luxurious. I had never ridden in a Cadillac before. What a thrill it was! The road had quite a few curves. I was amazed how well it held the road and how smoothly the motor ran. After about a fifteen mile drive, we arrived at her house. It was a big one story house with large columns at the main entrance. There was a large circular driveway that led to the house which was an H shape. It was a traditional Spanish or Mediterranean style design with six bedrooms, a large living room and huge dining room. The front entrance hall was the size of a small room. With the Cadillac in front of the house, it was truly an imposing look.



A Franklin Mint 1955 Fleetwood Series Sixty Special similar to Aunt Milly's car

The inside of the house was furnished with heavy dark oak, birch, and redwood furniture. One had a feeling of being in a dark castle. The front lawn was beautifully landscaped and manicured with flowers as well as shrubbery. This was truly a house from the pages of *House Beautiful* magazine. Her grandfather had planted many linden and birch trees that had grown and towered above the house. For many years, the house was called Linden Hall. Behind the house, there was a large and wide four door garage. When Arty opened all the doors, inside was a dark blue 1948 Cadillac limousine, a maroon 1950 Cadillac Fleetwood Sixty Special sedan and a dark gray 1952 Buick Roadmaster sedan. The three cars had been her father's cars before he passed away. The remaining space was for a 1951 Chevy station wagon, the new 1955 Fleetwood and Arty's Roadmaster.

Once we returned to the main house, we were taken into the dining room for breakfast. We sat at a large and long dining table that had three massive silver candle holders, heavy silverware and fine china. It was truly a grand setting. We were treated royally with a sumptuous and big breakfast that was served by two housekeepers. After the breakfast, Arty called the city of Eureka's Police Department to inquire about the AWOL soldier. He was told that the soldier was being held fifty miles out of the city in a local jail and due to paperwork foul up, it would be three days before we could pick him up. We did not mind this at all because this would now give us some time to enjoy.

Aunt Milly gave us the new Cadillac to use and enjoy during our stay, with the following ground rules: 1) obey all traffic rules, 2) no drinking alcohol and 3) absolutely no picking up loose and wild bar women. Also, the car had to be returned back clean and shiny with no scratches. We had no problems with these rules and were ready to begin my first journey in a Cadillac.

[To be continued next month]

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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> – **\$6,800 FIRM** – 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 \$89,500 or best offer** – 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 \$5,800 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

Cars Wanted

1940-1948 Cadillac Convertible with an automatic transmission to add to our collection – A dark color is preferred, especially blue – We would also consider a coupe – The condition must be excellent and it must be an automatic – For more info, contact Warren Dodge at wdodge@atlascontainer.com

Other Services



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



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Vacant	Activities Director		