



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

March 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

With record snowfall in most parts of the Potomac Region this winter, members took advantage of a sunny and 40+ degree day to attend our February monthly meeting in the Baltimore suburbs. And once again, the location, Snyder's Restaurant, drew almost 30 people. It was great to see members from as far away as Pennsylvania and Northern Virginia attend the event, along with others from the Baltimore and Washington metropolitan areas. This location has become so popular that we will plan to hold another meeting there later this year during the summer months, and perhaps include another tour of the nearby muscle car showroom of Universal Auto Sales and Classic Cars. Thanks to everyone who came to the meeting, especially those who were attending their first ever Potomac Region meeting.

By the time we start working on the April issue of the *Chronicle*, hopefully all of the snow will have melted, allowing us to begin focusing our attention on our May 16th Capitol Cadillac Spring Car Show and Automobilia Auction in earnest. In the meantime, please use the rest of the winter to rummage through your garage to find items that you will be willing to donate for the auction. When we began the Automobilia Auction about five or six years ago, we had no idea that it would become as popular as it has become. Each year more and more members donate items that make for an interesting and fun auction. With the recent success of the History Channel's TV shows *Pawn Stars* and *American Pickers*, respectively, (tune in Monday nights if you haven't seen these shows), interest in old and unusual items has captured the attention of the cable TV watching public. Plan to attend our event to participate in our local version of "picking" (show registration flyer will appear in next month's issue).

The Potomac Region extends a welcome to Grant Patterson who will be visiting the area on business from New Zealand at the end of March. Read all about Grant's 1924 Cadillac on pages 13-14.

Our condolences go out to Jack McClow on the recent passing of his father. Also, we wish Harry Scott's father a speedy and full recovery from recent surgery.

Vince Taliano



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2010



2010 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
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 7 Sat	9:00 am - 4:00 pm	Rohrersville / Boonsboro Fire Stations Car Show	Rohrersville MD	Harry Wood at 301-606-0156 or Jerri D'Angelo at 301-712-6832
Aug 14 Sat	10:00 am - 3:00 pm	36th Annual Metro Chapter Buick Club All-GM Show	Montgomery College Rockville MD	Cory Correll at 240-686-0229 or corydraw@starpower.net
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/



February Meeting Attendees

L to R: Helen Gordon, Virginia Habicht, Margaret & Francis Werneth, Jerry Gordon, Bob Lynch,
Ed Hainke, Grady McMahan, Richard Sisson, George & Rita Boxley and Derrick Fisher

Photos by Dan Ruby

Visit us on the web!

www.clcpotomacregion.org



Cadillac & LaSalle Club ***Potomac Region*** ***Caddie Chronicle*** ***March 2010***



FEBRUARY 21, 2010 MEETING MINUTES ***BY SANDY KEMPER***

PLACE: Snyder's Willow Grove Restaurant, Linthicum, MD

TIME: 2:00 PM dinner; 2:45 PM meeting

PRESIDING: Director Vince Taliano

ATTENDANCE: Byron Alsop; George & Rita Bial-Boxley; Mark Brodsky; Derrick Fisher; Jerry & Helen Gordon; Virginia & Paul Habicht; Ed Hainke & his guest, Bob Lynch; Sandy Kemper; Grady McMahan; Joe Pipkin; Dan Ruby & JoJo Taylor; Diane & Henry Ruby; Richard Sills & Shelley Chadick; Richard Sisson; Ruth Synodinos & her guest; Margaret & Francis Werneth; and Harry & Carol Yarnell

DIRECTOR'S REMARKS: Vince thanked everyone for attending. He asked everyone to introduce themselves to the group.

SECRETARY'S REPORT: The Minutes from the January meeting were not read since they had been published and distributed to all members in the February, 2010 newsletter.

TREASURER'S REPORT: The Treasurer's Report covered the time period from the January meeting to date. Vince reported on behalf of Harry that the Region's income was \$64.62. The total expenses for the same time period were \$112.29. The checking account balance as of the meeting date is \$8,667.41. The CD principal balance is \$5,817.26. Harry spoke to Rich Esposito, who is looking for a source to manufacture the grille badges for us.

MEMBERSHIP REPORT:

Vince reported on behalf of Scot Minesinger that our membership is at 185 members. Scot is contacting members who are eligible to renew but haven't yet renewed for 2010. Also, Vince explained the Region's membership renewal process.

ACTIVITIES REPORT:

1. Upcoming PR Events:

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

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

- **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.



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

March 2010



- **Chesapeake Region AACA 37th Annual Antique Auto Parts Flea Market, Sat, Mar 13, 7AM-3PM, Howard Co. Fairgrounds, West Friendship, MD**
- **“Artistry in Motion” Sun, May 2, Lancaster, PA:** The event, which benefits the Lancaster Museum of Art, includes a vintage vehicle concours, 12-3PM. The featured marque is Cadillac. More info will be forthcoming

NEW BUSINESS:

- 1. CLC Grand National Meet, Wed-Sat, Jul 14-17, Overland Park KS, hosted by the Missouri Valley Region:** Jack McClow asked us to pool attendees to determine who was planning to attend and if there was any interest in a caravan to the GN. Members who plan to attend and haven't reserved a room yet will need to do so soon. There are only about 60 rooms left!
- 2. CLC National Driving Tour, Tue-Sun, Aug 24-29, in Washington State, hosted by the Pacific Northwest Region:** Here is a description of this year's NDT provided by Sandy. It will be a hub and spoke tour mostly. The host hotel will be in Fife, WA, just north of Tacoma. But there will be one night, Thursday, that will be spent in a different hotel and town (Winthrop, WA). The Tour will include a visit to Mt Rainier Nat'l Park. The closing banquet will be held on Friday night. But there are optional activities for those who want to spend the weekend. On Saturday there will be a tour of the Le May collection, listed in the Guinness Book of Records as having the world's largest private collection of automobiles (3500+). And on Sunday, the Pacific Northwest Region will hold its Annual Picnic at Point Defiance Park in Tacoma, one of the nation's largest city parks. They claim that they usually have about 100 cars (all Cadillacs and LaSalles) in attendance at their picnic.

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

- 1.** The Fall Car Show date and theme have not been finalized yet.
- 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 in Oct or Nov, 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.

GENERAL DISCUSSION:

- Richard Sills reported that George Weaver (Central Penn Region) and his 1957 Eldorado Biarritz was recently awarded the Cadillac-LaSalle Award at the AACA Annual Meeting on Feb 13, 2010 in Philadelphia.
- Mark Brodsky mentioned that the 1956 Maharani, a GM Motorama car that was displayed as part of our ***Dream Cars*** Show in 2008, has been sold by its owner, Joshua Modlinger.

NEXT MEETING: Monday, March 15, 2010, 7:30 PM at the Silver Diner, Merrifield, VA.

ADJOURNMENT: Meeting adjourned at 3:15 PM



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

March 2010




2010 POTOMAC REGION MEMBERSHIP REPORT BY VINCE TALIANO

As you know, we are still in the process of collecting dues for calendar year 2010. Back in October 2009, each Potomac Region member who was scheduled and eligible to renew for 2010 received a pre-printed application (like the one pictured right) in the US mail along with a self-addressed return envelope. If a 2009 Potomac Region member did not receive an application, it was because of one of two reasons:

- 1) The member's 2010 membership dues were paid when the member renewed for 2009 (members can pay for two years at the time of renewal); or
- 2) The member's national membership expired sometime in 2009, which meant he/she wasn't eligible to renew locally for another year.

If members have any questions about their local membership status, please feel free to contact R. Scot Minesinger, Harry Scott or me (see page 19 for contact information).




**CADILLAC & LASALLE CLUB
POTOMAC REGION**

2010 MEMBERSHIP APPLICATION / RENEWAL

Providing Cadillac Fellowship in MD, Northern VA and DC since 1969

Visit us on the web!
www.clcpotomacregion.org



Please review your CLC membership information and provide updated information, as necessary, along with your 2010 dues of \$20. If you would like to pay for more than one year, please send \$40 for 2010-2011.

Make check out to CLC - Potomac Region and send application and check to:

**CLC POTOMAC REGION
HARRY SCOTT, TREASURER
14421 ADEN ROAD
NOKESVILLE VA 20181-3122**

Name:	Michael Smith	CLC Member: Yes # 28761
Address:	17 Sunflower Drive	2009 PR Member: Yes
New Address:	<input style="width: 100%;" type="text"/>	
City:	Baltimore	State: MD Zip Code: 21208
New City:	<input style="width: 150px;" type="text"/>	New State: <input style="width: 50px;" type="text"/> New Zip Code: <input style="width: 100px;" type="text"/>
Daytime Phone #:	202-217-4800	Evening/Weekend Phone #: 410-529-8612
New Daytime Phone #:	<input style="width: 150px;" type="text"/>	New Evening/Weekend Phone #: <input style="width: 100px;" type="text"/>
Spouse or Significant Other: Lilian	Phone #: <input style="width: 100px;" type="text"/>	
Email Address:	msmith@gmail.com	
New Email Address:	<input style="width: 150px;" type="text"/>	

CAR(S) OWNED: Only the 3 oldest Cadillacs/LaSalle's per member are listed in the database.

Year, Make and Model:	1960 Cadillac Eldorado Brougham
Year, Make and Model:	1962 Cadillac Park Avenue
Year, Make and Model:	1967 Cadillac Deville Convertible
New Car Year, Make and Model:	<input style="width: 100%;" type="text"/>
New Car Year, Make and Model:	<input style="width: 100%;" type="text"/>
New Car Year, Make and Model:	<input style="width: 100%;" type="text"/>

Signature:

Date:

Winner 2008 CLC Norm Uhlir Regional Activity Award
 Winner 2008 Old Cars Weekly Golden Quill Award
 Winner 2008 CLC Legacy of LaSalle Award
 Winner 2007 CLC Distinguished Service Award
 Winner 2006 Old Cars Weekly Golden Quill Award
 Winner 2005 CLC Newsletter Excellence Award
 Winner 2004 CLC Mary Lou Evans Membership Award
 Winner 2004 CLC Norm Uhlir Regional Activity Award



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2010



**2010 CLC WINTER BOARD MEETING – PART II
STORY BY JACK MCCLOW
PHOTOS COURTESY OF MARTINA BUTLER AND JACK MCCLOW**

[Editor's Note: In Part I, Jack described the high points of the CLC Board Meeting. This article will focus on the tours that took place on the days before and after the meeting.]

Although the official dates of the CLC Winter Board Meeting were Thursday though Saturday, a number of us extended our visit for a day or two before and after the meetings. I started out on Tuesday with a connection in Atlanta where I was joined on my flight by Martina Butler, National Representative for the Peach State Region. Once Martina and I landed in California we were soon joined by Gary Fisher and Chris Hamann from the Central Ohio Region. Gary is an elected member to the CLC board, as well as the Chairman of the Awards Committee for the national club, and Chris is the Treasurer for that region as well as the Registrar and Treasurer for the upcoming Grand National the Central Ohio Region will host in 2012.

Aside from all of the activities Fred Bausch, CLC Vice President of the Western Region, had lined up for us, we found several other ways to entertain ourselves. Just a few steps from the hotel was the launch for the East Bay Ferry to San Francisco; \$6.25 and 30 minutes and we were landed right in the middle of Fisherman's Wharf. Another option, just steps from the hotel, was a tour of the USS Potomac, the "Floating White House". It was originally commissioned as the USCG Cutter Electra in 1934. In 1936 it was renamed the USS Potomac and served as Franklin Delano Roosevelt's Presidential Yacht until his death in 1945.



Next stop: San Francisco



USS Potomac



Cadillac & LaSalle Club ***Potomac Region*** ***Caddie Chronicle*** ***March 2010***



A fifteen minute walk in another direction took us into the heart of historic Oakland with its mixture of great early 1900's architecture, modern structures, and bustling nightlife. Just a five minute stroll up the boardwalk brought us to the legendary First and Last Chance Saloon where the famous author Jack London hung out as a young man. Besides being famous for this reason, which is reason enough, the saloon is also famous for being extremely slanted, inside and out. From the moment you step through the door everything is on a tilt. The explanation seems to be that this otherwise ordinary saloon did not survive the 1906 San Francisco earthquake without some serious damage to its foundation. Rather than to fix the place, the owners decided to leave it as nature intended and now everything is on an extreme tilt. It's not so badly slanted that the drinks won't stay on the bar, but sitting on a bar stool takes some talent and determination. How the bartender is able to put in a full eight-hour shift is beyond me; within 30 minutes or so, I was ready to head back outside to find level ground. But the place is colorful, that's for sure. And it's no bigger than a New York minute, so we had lots of laughs while crowded into the small bar with the equally colorful locals who came there to hang out for the evening, all of us leaning ever so gently toward the back side of the bar.

Starting out bright and early on Wednesday morning the four of us headed over to San Francisco via the ferry along with Jack & Nancy Hotz and Rob & Chevonne Robison of the Valley Forge and Potomac Regions. After landing at Fisherman's Wharf our two groups of four headed off in different directions to see the sights, but it seemed every time we turned around there were the Hotzs and Robisons waving and saying "Hello!" We ran into them at the Ghirardelli Chocolate Factory, then again browsing in some of the shops on Beach Street, once more checking out the markets in Chinatown and once again back at Fisherman's Wharf much later in the day. And then there was yet one other time: at the top of Lombard Street I pointed my camera at a passing cable car and guess who was waving out the window? Jack Hotz and Rob Robison; they were everywhere!!



**Jack Hotz (white hat) and Rob Robison (yellow shirt)
enjoying the ride**



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2010



We strolled through the world famous Fairmont Hotel, built in 1907 one year after the major quake, and best known to all Cadillac enthusiasts as the location for so many of those wonderful ads from the fifties, such as the one pictured on the right featuring a 1957 Fleetwood Series 60 Special.

Our last stop of the day was the 39th floor lounge at the top of the Marriott Hotel in Moscone Square. This hotel offers a spectacular 360 degree view of the heart of San Francisco and is famous for having had its grand opening on the very same day, October 17, 1989, as the massive Loma Prieta earthquake. The then brand new hotel was severely shaken (not stirred) but suffered no structural damage and was back in operation within the week. Today it shows no sign of its shaky beginning over twenty years ago.

The next day, Thursday, was the start of our CLC sponsored tours. With three vans full of excited Cadillac and LaSalle enthusiasts we headed out bright and early to our first stop, the Blackhawk Museum, in Blackhawk, California.

This 100,000 square foot multi-level glass and granite architectural masterpiece showcases an ever-changing exhibition of over 120 of the world's greatest automobiles, dating from the 1890's. As mentioned in the museum's extensive brochure, "From familiar marques to intriguing rarities, the Blackhawk Museum takes great pride in assembling cars of distinction and

significance. From Alfa to Fiat, Duesenberg to Mercedes: if it holds a special place in the history of the automobile, it will be seen here at some time." Upon arrival, we were greeted by two beautiful LaSalle sedans, a 1939 and a 1940, gracing the entrance area. Inside the magnificent structure, we were able to view more than ninety of the most amazing automobiles ever produced, with combined values stated to be in excess of \$100,000,000.



Some of the vehicles at the Blackhawk Museum



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

March 2010



My favorite (and it was very difficult to chose) was the 1937 Cadillac V-16 Series 37-90 Hartmann Cabriolet. So taken was I with this incredible car that I took a picture and immediately made it my screen saver on my mobile telephone. This car started out in life as only one of two V-16 bare chassis released by Cadillac in 1937. It was purchased by a wealthy young playboy living along the fashionable Swiss Riviera who then handed the coach building job over to Carrosserie Hartmann of Lausanne, Switzerland, to create the hand-formed, streamlined fantasy we see today.



1937 Cadillac V-16 Series 37-90 Hartmann Cabriolet

After a three hour tour we were off for lunch. Then on to a "collection" in the completely opposite direction, esthetics-wise, from what we had seen at the Blackhawk Museum. This next collection doesn't actually have a name, but is owned by Mr. Robert Schwarz of Oakland, a most colorful and entertaining fellow. Mr. Schwarz has been collecting Cadillacs and various other assorted automotive memorabilia for more years than anyone can recall, and he graciously opened up his grounds for us to meander through for as long as we wanted. Upon arrival, we were treated to a very entertaining performance by one of the musicians who has a residence at the location pictured above.





Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

March 2010



If you will notice, directly behind her is a V-16 Cadillac in a state of some disrepair, but high hopes are pinned on this car for one day in the future I have been told. Another famous Cadillac on the grounds is the 1937 Fleetwood that led the procession across the Golden Gate bridge on its opening day way back in May of 1937. Mr. Schwartz told us that the car had been purchased by the City of San Francisco for just this event, and that he found it wasting away many years later in a salvage yard. He had the Fleetwood returned to its former glory in time for it to make another run across the bridge on the 50th anniversary of the opening, this time with Dianne Feinstein, then Mayor of San Francisco, as the dignitary passenger.

The next morning, Friday, we were ready to go again. This time the planned tours included the automotive collection of the Academy of Arts University, a private university owned by the Stephens Institute, and then later a tour of the City of San Francisco. Our first stop was at the first of two buildings owned by the university that houses their collection. The two historically significant former automotive dealership buildings are full of collectable automobiles not normally available to be seen by the public, and they are located along historic Van Ness Avenue in a part of the city once famously known as "Auto Row. Back in the Roaring Twenties, and then for several decades that followed, nearly every major automotive brand was represented along this stretch of Van Ness Avenue in magnificent buildings of four, five, and six stories in height. The first building on our stop had been home to several different makes over the years, and it had just recently been acquired by the Academy of Arts University. Within this building we were able to get up close and personal with a wide variety of amazing cars dating back to the very early 1900's all the way up to the early 1980's.

Right next door was another magnificent building that once was home to the San Francisco Cadillac and LaSalle dealership during the middle part of the 20th century. While the building has not seen a new Cadillac inside its walls for decades now, if you look up above the main street entrance you can still see the Cadillac crest embedded in the cement work in all its glory (pictured right).



Further up the street on the other side is yet another former automotive dealership building that houses another large part of the collection. Also in this building are, on the upper floors, the actual classrooms for the students of the University. As part of the student's studies they oftentimes will come down to the showroom floor level and study the fine art of the classic automobiles for inspiration. And what inspiration there is to be felt there: just absolutely stunning works of automotive art, each vehicle in impeccable and fully functioning condition. Again, we had about three hours to spend between the two collections, but it was not nearly enough for anybody on the tour; not one of us wanted to see that part of the day come to an end.



Cadillac & LaSalle Club ***Potomac Region*** ***Caddie Chronicle*** ***March 2010***



On Saturday, the board meeting was concluded by around five in the afternoon. After a short break we began to gather back together for our farewell dinner. I was one of the first to arrive in the dining room and soon began to notice an unfamiliar face or two then more and more and more. Finally I asked one of the "newcomers" how she was connected to the CLC. It turns out that the Northern California Region had scheduled their monthly board meeting for that afternoon at the hotel and they were planning to stay to have dinner with us. Wow!! What a nice surprise!! The lady I was talking with turned out to be Carolyn Dippel, the newsletter editor for the region, not to mention the owner of some very fine Cadillacs, such as a 1967 Eldorado. It was great for me to meet her since I had been receiving her newsletters (as the Newsletter Excellence Award Chairman) ever since she took over from the previous editor early last year. I was also able to meet for the first time the previous editor of the newsletter, Charles Thompson, who I had selected for the Newsletter Excellence Award for calendar year 2008. He is now the Director of the Northern California Region.



Carolyn Dippel and Charles Thompson from the Northern California Region

In all there must have been twenty or more members from the local region to have dinner with us. This was the first time since I began attending the winter board meetings that I have seen such a local turn-out to welcome us to the area; it was a wonderful and unexpected treat. Shortly after we all got settled into our places Fred Bausch came up with the idea of having each person rise and tell who they were, where they were from, and what model and year of Cadillac or LaSalle they owned. We went around the entire room and it was a very nice way to get to know everybody just a little bit better, and be able to connect each person to their favorite kind of collector car. When the dinner came to an end our official responsibilities as Cadillac & LaSalle Club board members ended as well.

With one more day left on our schedule, five of us, Martina Butler, Gary Fisher, Chris Hamman, Bob Crimmins, and yours truly headed off early the next day to see the famous giant redwoods of California. About an hour north of the San Francisco, in an area known as the Russian River Valley, is the home of the Armstrong Redwoods State Reserve, as well as the Korbel Champagne Cellars which dates back to 1882. We first stopped by the Korbel Cellars to visit the facility and to take the guided tour (and to accept a few samplings) offered by the friendly folks at Korbel. Then it was on to see the redwood trees. The redwoods in this part of California are not the tallest, nor the oldest, but they still exceed by comparison, in many different categories, anything we have on the east coast.



Cadillac & LaSalle Club ***Potomac Region*** ***Caddie Chronicle*** ***March 2010***



The storms that were to torment the California coast for the week to come were already on their way, but we forged ahead and were treated to some magnificent sights. The highlights of our walk through the Reserve were to visit up close the tallest tree in the grove, "***The Parsons Jones,***" at 310 feet in height, and the oldest tree in the grove, "***The Colonel Armstrong,***" at 1,400 years plus. After our visit to the forest we



Armstrong Redwoods State Reserve
L to R: Bob Crimmins, Gary Fisher, Chris Hamman,
Martina Butler and Jack McClow

stopped for lunch in the historic town of Guerneville along the banks of the Russian River. From there we headed over to the coast and down California State Highway 1 where we saw many of the coastline views that have made California so famous.

The next day it was time to check out of the Waterfront Hotel and head for home. This concluded my seventh consecutive winter board meeting adventure with the Cadillac and LaSalle Club. Every single winter board meeting has been an experience in and of itself, and I look back on them all with the fondest memories. From the wonderful friends I have made, to the wonderful sights I have seen, to all of the automotive collections I never knew existed, I have been blessed to have been able to enjoy so many interesting and entertaining experiences with my fellow CLC board members. I love this club, I love this hobby, and most of all I love all the terrific friends I call my very own who I would never have been able to meet if not for the shared love of old Cadillacs and LaSalles. My very best to everybody, and I look forward to seeing you all in July in Overland Park, Kansas, for the 2010 Grand National.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2010



A 1924 CADILLAC IN NEW ZEALAND STORY AND PHOTO BY GRANT PATTERSON

The story starts over 80 years ago when Dorothy Cucksey of Te Awamutu, New Zealand traveled some of the world's most exotic locations in style with her parents, EH & Mabel Cucksey, in a 1924 Cadillac V-63 Seven-Passenger Touring. In 1927, the three of them left Auckland, New Zealand to travel to America and Canada. They picked the three-year old Cadillac while touring the States and ordering a brand new 1927 Cadillac Limousine along the way. It is said that their intention was to take the 1927 Cadillac on the tour but it was not quite ready. So it was ordered to be shipped back to New Zealand while they continued the trip with the 1924 Caddie. After they toured the States and Canada, they shipped the car to Britain where the Cuckseys completed their year long holiday by touring England, Ireland, Scotland and eastern parts of Australia. Upon returning to New Zealand, they took delivery of their second Cadillac, the 1927 Limousine.



Grant & Anita's 1924 V-63 Seven-Passenger Touring

In 1996, Dorothy once again toured Te Awamutu in the same 1924 Cadillac with Danny Ryan, the car's owner at the time. Danny, along with his wife Vicki and his father Fred, took the car to Te Awamutu especially to visit her as she had provided valuable information and photographs during the car's restoration over the previous five years. Dorothy died a few years after the Ryans visited her. Danny has restored a few Cadillacs and does a superb job with attention to details and authenticity.

The Cucksey family owned the Te Awamutu Hotel. Their two Cadillacs became well-known in the area and were often seen on family outings and in race meetings. At that time, my father came in contact with the Cuckseys and their two locally well-known Cadillacs. My father, now 82, worked as a young apprentice in the lube bay of Advance Cars Ltd. where on irregular occasions Mr. Cucksey would bring the cars in for a lube. I can't understand why my father won't help grease it anymore, but the lube and grease nipple page from the workshop manual probably explains it! My mother worked as a maid for the Cuckseys in their hotel. The car was last seen in the area in driving condition in the early 1940s.



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

March 2010



It was inherited by Alan Kay and supposedly ended up on a farm. The Cadillac resurfaced in 1952 when Barrie Grant of Hamilton, New Zealand purchased it after seeing it in derelict condition. Mr. Grant recalls his father Bill driving the car to the races for Mr. Cucksey. The owner's advice to him was, "Take care of the car; it's the best bloody car you will ever drive." Barrie moved the car to his farm and rebuilt the engine in 1954. He drove it around the paddocks in chassis form until purchasing a 1930's V-16 Cadillac in 1959. Fred Ryan bought the car in 1962 and partially restored it. In 1990, he gave the car to his son Danny. That's when its most recent restoration began.

Painstaking work was undertaken by Danny, his father Fred and a group of others who assisted with rebuilding the engine and gearbox; prepared and painted the vehicle; remade parts and helped with assembly. As a result of this love and dedication, the car was started for the first time in 40 years in February 1996. We purchased the car in September 2007 so Danny could make room to restore a 1922 Hispano Suiza. About 90% of the restoration was completed including all the expensive work. Yeah right! However, along with the car came a large stack of components and documentation including a lot of the history of the car.

We have carried on the restoration since having bought the car using the power of the Internet to search out parts (for some reason GM doesn't sell them anymore). We have made contact with many people globally who own this type of car. I have visited some museums that have restored cars like this such as the Nethercutt Museum in Los Angeles and have taken many photos.

In July 2009, I completed the final detail around the hood and for the first time since purchasing the car, we were able to drive the car with the hood down. It was the middle of winter on the R'Oil Can Rally (known as "hairy-chested" motoring) which consisted of 200 miles of traveling on west coast and Pureora forest roads in the North Island area of New Zealand. Luckily the weather was picture perfect as was the scenery.

We have been able to extract copies of the original manufacturing data from the GM Archives and have been able to verify chassis and motor numbers and confirm the manufacture date. The chassis and motor number is 63-A-1626, which means it was the 1,626 car off the 1924 production line. The car still has its original 314 cubic inch, 90 degree L Head V8 engine. We also found out that it was delivered to a newspaper magnate in Detroit in December 1923.

My wife Anita and I enjoy taking the Caddie out for Sunday coffee and enjoy attending various rallies as well. We are on the search for a higher ratio differential (it was supplied with the lowest ratio of three available at the time of manufacture) to take the maximum speed closer to 60 mph rather than the current 50 mph. Leisurely driving with this car is a joy to behold. We still have a few jobs left like side curtain windows, dicky seats to complete and minor detailing. The car draws a lot of people and comments, especially when it starts up and people realize that it is a V8. A lot of people think the V8 engine was created by Ford in the 1930s and are surprised to learn that Cadillac released the first commercial production V8 in 1915. We look forward to getting involved in a few Cadillac rallies in the coming years!

Special thanks to Grant Patterson and Ron Melville, Editor of the CLC of New Zealand's FINZ magazine, for sharing this story.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2010



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

[Editor's Note: In Part I, Ivars described how he and Arty were given the assignment of traveling from The Presidio in San Francisco to Northern California to pick-up a soldier who went AWOL. While waiting for the soldier to be released into their custody, Ivars and Arty spent some time with Arty's Aunt Milly who lived in the area and allowed them to use her new 1955 Fleetwood Series 60 Special.]



Arty planned a road trip for us in the Cadillac that would take us from Eureka to Redding by way of Route 299 and then from Redding to Dunsmuir on Route 5. Those who are familiar with Northern California know that the roads wind on steep upgrades and downgrades thru deep canyons and ravines. Route 299 was no exception. Today, it has been widened in many places and speed bumps have been installed on many downgrades. When I looked downward thru the car window, I became dizzy. I had no fear because Arty was a skilled driver. Arty asked me several times if I wanted to drive, but I declined because the car was too new and I was afraid to drive it on these roads. The Cadillac performed so flawlessly and took this mountain road with the greatest of ease that I truly enjoyed the ride. One could sit back on the large front seat and enjoy the scenery while listening to the radio and hearing the soft humming of the motor. One oddity on this road was the small clumps of houses called towns with names such as Willow Creek, Burnt Ranch, Del Lana, Helene, Trinity Oaks and Weaverville. This particular region is known as Six Rivers National Forest.



When we reached Redding, Arty checked the Cadillac's motor and cooling system for any leaks. He found none and everything held tight as it was designed. What can one say about the 1955 Cadillac? I will quote from the 1955 Introductory Ad that stated, "Magnificent in beauty. It is magnificent too in performance and it is magnificent in luxury. The interior is almost unbelievably beautiful. Its extraordinary luxury and riding comfort simply has no counterpart on world's highways."

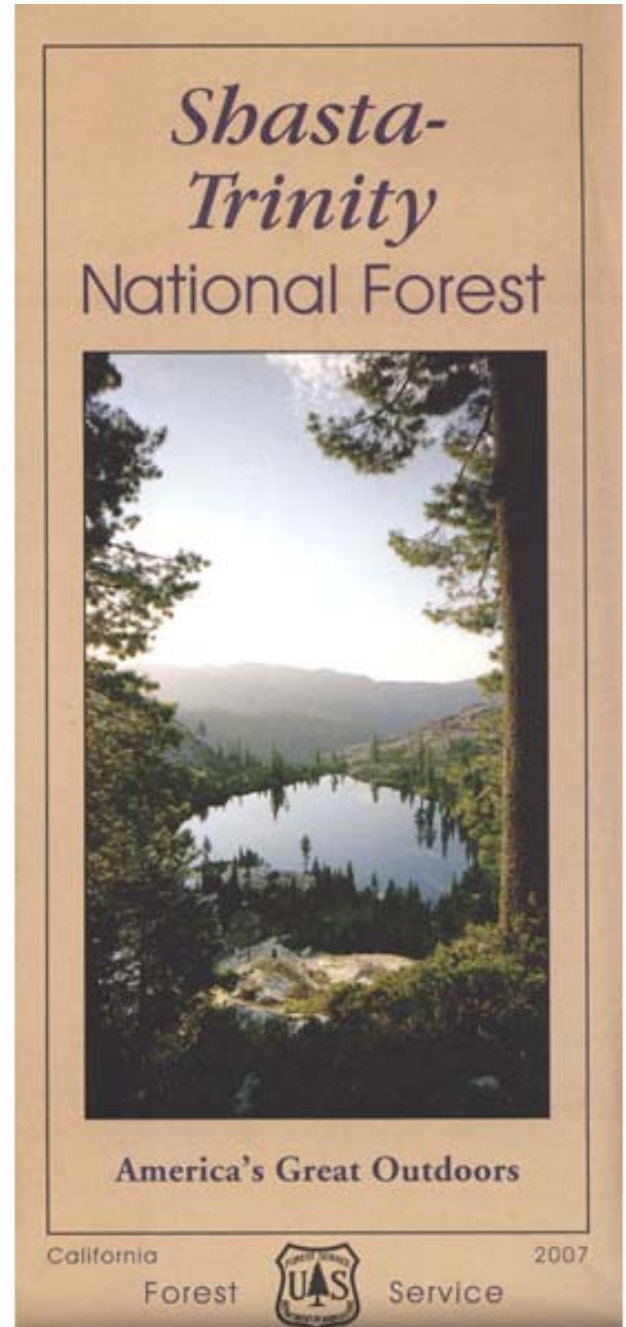


Cadillac & LaSalle Club ***Potomac Region*** ***Caddie Chronicle*** ***March 2010***



From Redding to Dunsmair, Route 5 is a four-lane highway that runs thru the Shasta-Trinity National Forest. Here huge trees were along the roadway with very steep mountain grades. Sometimes in front of us were big logging trucks that moved very slowly. The trucks caused us to slow down to twenty five miles per hour. Once we got past the logging trucks, the road was almost ours alone. A few miles outside of Redding, I began to see the majestic scenery of the approaching forest. It was like driving thru a very thick and high green wall. We passed several small ghost towns from the California gold rush days that were preserved in their original condition. In Dunsmair, we turned back and headed home. Oh, what a day's journey this had been! It was evening when we arrived. Milly had prepared a grand dinner for us.

We started out again the next day after breakfast. Arty had planned a drive from Eureka to Crescent City on Route 101 to see the redwoods. This particular road was a wide four-lane highway with great ocean views once we reached the Big Lagoon State Park. Again, huge logging trucks rumbled in both directions. The first redwoods, the Prairie City Redwoods, came into view when we reached Orick. The Redwoods National Park began a few miles further from Klamath to Crescent City. The park was dedicated to preserve vast expanse of coastal redwood groves. These were huge redwoods towering above our Cadillac, which indeed looked tiny in comparison. It looked as if a green sky of canopy was covering us. Truly it looked like a high sky reaching a majestic cathedral of trees. When we returned to Aunt Milly's, the first order was to wash and clean the car. We had driven close to seven hundred miles and the Fleetwood had passed its first "shake down" cruise with flying colors, as Arty liked to say. It had performed magnificently as the ad had said. What more could one ask for from a car? Like the previous evening, another grand dinner awaited us.





Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

March 2010



Our two days had passed quickly and on the morning of the third day, Arty contacted the City of Eureka's Police Department to inquire if the soldier had been transported to their jail. Yet another surprise awaited us. The sheriff had told us on the phone that the soldier was the responsibility of the U.S. Army and that we were responsible for transporting him back to Eureka from where he was being held in a local jail fifty miles away. I thought, "What to do now?" Arty had only one choice and that was to ask his Aunt Milly if we could use the Cadillac to drive the soldier back. She thought about it for awhile and then gave us her consent. We changed to our Class A uniforms, put our belts with the side arms and handcuffs on it and headed out to pick up the soldier. When we arrived, the sheriff of the local town could not believe what he saw. He looked at us with amazement: two soldiers in uniform arriving in a brand new Cadillac. He said, "Well, well, I did not know that you Army boys traveled in style and luxury these days."

Our AWOL soldier looked at us and the Cadillac with a big surprise. When papers were signed and other formalities settled, we were ready to take him back to San Francisco. Arty told the soldier if he promised to cooperate with us, he would not put handcuffs on him, so he could enjoy the ride in comfort. We did ask him what had really happened to him since we were not briefed on what had taken place. Art spoke up saying, "Don't worry too much. We will state in the arrest report that you cooperated with us, which will be in your favor. You may get a company-billets restriction or at the worst thirty days in post stockade." We noticed that the soldier looked kind of pale and hungry. We stopped at a local eatery and treated him to a healthy meal. He was very thankful to us and we also let him look over the Cadillac.

On our way to the Greyhound depot in Eureka, Arty stopped to pick up his Aunt so she could drive the Cadillac back to her home. When we arrived at the depot, other travelers looked at us in amazement. I guess they had never seen such an arrival -- an elegantly dressed middle-aged lady, two soldiers with side arms and a handcuffed soldier in the rear seat of a new green Cadillac Fleetwood. Our bus arrived shortly and it was time to get on and go back to San Francisco. We delivered the AWOL soldier safely and turned him over to his commanding officer. I thought to myself, "Had we broken any army rules? Yes, but we had done our duty."

I had several opportunities to go with Arty to visit his Aunt Milly at her grand home at Linden Hall. Whenever we had a three-day weekend pass, Arty would drive us there in his Buick. I spent some wonderful weekends with them; we sure had a ball. And of course, there were several rides in the Cadillac. Military being what it is, transfers can happen. One day, I received transfer orders to Germany and a week later, Arty received his transfer orders to Fort Sill, Oklahoma. Aunt Milly decided to give us a farewell dinner party. It was a marvelous party with close to thirty guests, music and dancing. I danced with her most of the night. It was truly a party to remember. The final farewell was the most difficult and poignant. We embraced and she gave me a long kiss. Both of us were in tears. She asked me to keep in touch with her and Arty. I promised that I would do so. I also took one last look at the Fleetwood and thought, "One day, I may own a car like this." I kept my promise to Arty and his Aunt Milly and kept in touch with them until their final years. What started as a weekend assignment, turned into a life long friendship with two wonderful people while at the same time beginning an appreciation for Cadillacs that continues to this day!



Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2010



CADDIE CLASSIFIEDS

Cars For Sale

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

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

Car 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



Custom Disc Brakes

Assembled On Your Original

1950's and 60's Drum Brake Spindles

Buicks.....Cadillacs.....Oldsmobiles and Pontiacs

Spring Fever Prices

LIMITED TIME OFFER

CALL NOW!!!

888-351-8781

Power Kit	WAS \$1695	NOW \$1395
Manual Kit	WAS \$1495	NOW \$1295
Bottom Kit	WAS \$1295	NOW \$1195





Cadillac & LaSalle Club Potomac Region Caddie Chronicle March 2010



2010 OFFICERS

NAME	POSITION(S)	PHONE NUMBER	EMAIL ADDRESS
Vince Taliano	Regional Director Newsletter Editor Website Manager	301-258-8321	vincetaliano@clcpotomacregion.org
Dan Ruby	Assistant Regional Director	301-894-8026	danruby@clcpotomacregion.org
Jack McClow	National Director Newsletter Columnist	301-330-5417	jackmcclow@clcpotomacregion.org
Sandy Kemper	Secretary Associate Newsletter Editor Valley Forge Region Liaison	301-585-0897	sandykemper@clcpotomacregion.org
Diane & Henry Ruby	Car Show Coordinators Central PA Region Liaisons	301-297-4459	henryanddianeruby@clcpotomacregion.org
Harry Scott	Treasurer	703-791-3278	harryscott@clcpotomacregion.org
R. Scot Minesinger	Membership Chairman Newsletter Columnist	703-283-2021	rscotminesinger@clcpotomacregion.org
Vacant	Activities Director		