



Cadillac & LaSalle Club Potomac Region Caddie Chronicle December 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 MCCLOW

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



Congratulations to Potomac Region Assistant Regional Director Dan Ruby and his fiancée Jo Jo Taylor (pictured left) who announced that they will be married on April 2, 2011. We wish them the best.

Through the end of November, 15 Potomac Region members have contributed a total of \$3,145 to the CLC Museum & Research Center Fundraising Campaign. That equals a total contribution of \$9,435, surpassing our original goal of \$7,500. Our goal is a grand total of \$10,000 by the end of the year. There's still time to contribute. If you are interested in

contributing, please make your check out to the CLCMRC (not to the CLC Potomac Region) and send it to Vince Taliano--14 Triple Crown Court--North Potomac MD 20878. Donations made to the CLCMRC are tax deductible to the extent permitted by law. For more information on the CLCMRC, visit their new website at <http://www.cadillaclasallemuseum.org/>.

Special thanks to everyone, especially Bryce Frey, Mary Lightbown, Keith Peirce, Richard Sisson and Steven Sisson, who has donated Potomac Region memorabilia, documentation, and trophies to our Region archives. If you have Region documents, car show dash plaques and/or awards that you would like for us to preserve, please let us know.

HAPPY HOLIDAYS!!

Vince Taliano



Cadillac & LaSalle Club Potomac Region Caddie Chronicle December 2010



IN THE NEWS



Congratulations to Chuck & Debbie Piel on the arrival of their 1967 Deville Convertible. She's 224 inches long and weighs 4,500 lbs! With 65k miles, it's the lowest mileage car that they have. This DVC is a two-owner car from Ohio. They found this Marina Blue beauty at Hershey.

Barton Mitchell's 1953 Eldorado is on loan to Maryland Public Television for use in the filming of a program featuring a young couple driving to Ocean City, Maryland shortly after the Chesapeake Bay Bridge opened in the 1950s. The show will air sometime in April 2011.





Cadillac & LaSalle Club Potomac Region Caddie Chronicle December 2010



2010 / 2011 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Dec 3-5 Sat-Sun		2010 East Coast Indoor Nationals	Maryland State Fairgrounds Cow Palace Timonium MD	www.eastcoastindoornats.com
Dec 12 Sun	1:00 pm – 6:00 pm	Annual Potomac Region Holiday Party hosted by George & Rita Boxley	The Boxley Home / Stallion Farm West River MD	George Boxley at 301-261-5634 or georgeboxley@verizon.net or Rita Boxley at 410-867-2147 or ritabialboxley@verizon.net
Jan 15 Sat	8:00 am – 5:00 pm	CLC Annual Winter Board of Directors Meeting	Marriott Hotel Quincy MA	CLC Office at 614-478-4622 or cadlasalleclub@aol.com
Jan 17 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	Silver Diner Merrifield VA	Vince Taliano at 410-867-2147 or vincetaliano@clcpotomacregion.org
Jan 17-23 Mon-Sun		Barrett-Jackson Auction, Scottsdale AZ	Scottsdale AZ	http://www.barrett-jackson.com/events/scottsdale/
Jan 22 Sat	7:00 am – 1:00 pm	AACA Bay Country Region's Winter Parts Meet	Cambridge MD	Ed Nabb at 410-228-5252 or hhnabb@bctv.net
Feb 18-20 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.acclassiccars.com
Feb 20 Sun	2:00 pm – 4:00 pm	Potomac Region Monthly Meeting	Snyder's Restaurant Linthicum MD	Vince Taliano at 301-258-8321 or vincetaliano@clcpotomacregion.org
Mar 18-20 Fri-Sun		CLC Southern California Region's 2nd Annual Agua Caliente Casino-Resort-Spa Car Show & Weekend Event	Rancho Mirage CA	www.caditalk.com or webmaster@caditalk.com
Apr 27- May 1 Wed-Sun	Gates open daily at 7:00 am	Spring Carlisle	Carlisle PA	717-243-7855 or www.carsatcarlisle.com
May 15 Sun	9:00 am – 3:00 pm	20th 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
Jun 4 Sat	9:00 am – 3:00 pm	CLC Central PA Region's 22nd Annual Spring Show	Kelly Cadillac Lancaster PA	Art Archambeault at 717-557-6974 or jandainpa2002@yahoo.com
Jun 8-12 Wed-Sun		CLC National Driving Tour Hosted by the North Texas Region	Texas Panhandle	Ruby Hubbard Musser at 817-795-2032 or bobm@cowtown.net
Jul 9 Sat		4th Annual CLC Inter-Regional Meet	AACA Museum Hershey PA	Art Archambeault at 717-557-6974 or jandainpa2002@yahoo.com
Aug 10-13 Wed-Sat		CLC Grand National Meet Hosted by the Central Ohio Region	Columbus OH	www.2011clcgn.org

ANNUAL POTOMAC REGION HOLIDAY PARTY HOSTED BY GEORGE & RITA BOXLEY

YOU ARE CORDIALLY INVITED TO COME AND ENJOY A RELAXING AFTERNOON OF FELLOWSHIP, COMRADESHIP, LIVE MUSIC AND HOLIDAY CHEER.

ARRIVE EARLY AND TAKE A NATURE STROLL THROUGH THE WOODED HORSE TRAILS.

AN ABUNDANT ARRAY OF FOOD AND SPIRITS WILL BE SERVED. BRING A HORS D'OEUVRE TO SHARE.

**Sunday December 12, 2010
1:00 PM until!
George & Rita Boxley's
Stallion Farm
5150 Sudley Road
West River, Maryland 20778
301-261-5634 or 410-867-2147
Spouses/Significant Others and
Children are Welcome!
RSVP by December 5th (Accepts Only)**

Visit us on the web!
www.clcpotomacregion.org



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

December 2010



NOVEMBER 15, 2010 MEETING MINUTES **BY SANDY KEMPER**

PLACE: Hamburger Hamlet, North Bethesda, MD

TIME: 8:05 PM

PRESIDING: National Director Jack McClow

ATTENDANCE: Tim Garrett; Jeff Gurski; Sandy Kemper; Tom McQueen; Chuck Piel, Dan Ruby; Diane & Henry Ruby; Harry Scott, Richard Sisson and guest, Rob Leonard

DIRECTOR'S REMARKS: Jack thanked everyone for attending. He introduced our guest, Rob Leonard, Director of the CLC Southern California Region. Jack reminded everyone that there will not be a meeting in December. Rather, he encouraged everyone to attend the Holiday Party on Sunday, December 12th at the Boxleys. Our newsletter continues to attract worldwide attention. Vince Taliano was contacted by a publication in Italy that wants to reprint the **Caddie Chronicle** article about the **Fabulous Fleetwoods** show. Also **Hemmings Motor News** contacted Vince about permission to reprint the article about the Rockville show. Lastly, Jack expressed gratitude to everyone who helped with the **Fabulous Fleetwoods** weekend events.

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

TREASURER'S REPORT: Harry Scott's report covered the time period from the October meeting to date. It was reported that the Region's income was \$3,638.47. The total expenses for the same time period were \$2,721.15. The checking account balance as of the meeting date is \$8,512.57. The CD principal balance is \$5,860.88. Also, Harry distributed a Calendar Year 2010 Financial Statement (YTD as of 11/13/2010).

MEMBERSHIP REPORT: On behalf of Scot Minesinger, Jack reported that our 2010 membership is at 208 members. Our newest members are John Guazzo of Falls Church, VA and Randy Hart of Upperco, MD. John owns a 1974 Eldorado convertible and Randy owns a 1963 Series 62 convertible. Welcome guys!! The 2011 PR membership renewal forms were mailed to members on October 16th with a requested return date of December 15th. To date, we have 149 members for 2011. Membership telephone calls are scheduled to start during the first week of January. Our official 2010 roster was sent to the CLC Office per their deadline. We are waiting for the CLC to review the list and tell us how many Potomac Region members whose national memberships are inactive. We will be contacting those members and encouraging them to rejoin the CLC as soon as possible.

ACTIVITIES REPORT:

1. Recently Held Events:

- **Baltimore Streetcar Museum, Sat, Oct 23:** Members of the CLC Valley Forge Region drove to the Baltimore Street Car Museum and joined PR members for a car show and fun afternoon. Five PR members gathered at Snyder's Restaurant for lunch and a Cadillac caravan to the Museum to join other PR and VFR members. The Museum provided space on their grounds for the Cadillacs in attendance.



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

December 2010



- **Fabulous Fleetwoods Fall Car Show, Sun, Oct 24:** The show was a remarkable success with 115 cars registered and present, including 44 Fleetwoods. There were CLC members attending from ten (10) states and ten (10) CLC Regions.

Despite the success, there were some problems, mostly relating to damage done to the dealership property -- by show cars that leaked oil and other liquids, and a show car owner who parked on the grass. We have written to Daniel Jobe about the problems and promised that we expect to resolve them. Two of our proposed corrective actions are: On our show flyers and in all show related announcements and press releases, under the heading titled "Car Show Rules," we will insert the following: **"If your vehicle(s) has fluid drips or leaks, you must bring absorbent material or drip pans to avoid slippery conditions and to protect the showroom floor or show field parking lot from damage."** Secondly, we will place temporary signs (either sandwich board or wicket-type) on all of the grassy areas that states: **"No parking on the grass"** and make sure that all of our volunteers who are registering vehicles or parking show cars know that there are no exceptions to this rule. Daniel has replied and agrees with our proposed actions. We have drafted the show flyer for our Spring Show with revised Show Rules already. There was much discussion about these and other show concerns including show advertising and bicycles and pets in the showroom and show field. Making available large trash receptacles and oil drip pans at the show were mentioned also.

Finally we were told by Daniel that a Cadillac beige leather covered driver's seat, possibly from an STS, showed up in the Capitol Cadillac shop after the show. He asked if any of our members or car show participants know anything about it.

2. Upcoming PR Events:

- **Annual Holiday Party:** Rita & George Boxley will be hosting the Annual Holiday Party on **Sunday December 12th**. They have asked that attendees bring hors d'oeuvre to share. RSVP (accepts only) to Rita or George by December 5th.

3. Other upcoming events: The following event was mentioned:

- **21st Annual East Coast Indoor Nationals, Timonium, MD, Fri-Sun, Dec 3-5**

OLD BUSINESS:

- **Cadillac-LaSalle Museum at the Gilmore:** Jack announced that the Region's matching contribution campaign for the new CLC Museum in the Gilmore Car Museum Complex has reached \$9,435 with donations totaling \$3,145 from 15 members to date. Our goal is a grand total of \$10,000 by the end of the year.

NEW BUSINESS:

- Jack mentioned that Vince will be arranging a meeting of the Region's officers in December to discuss officers' roles and responsibilities for the coming year, as well as next year's budget and finances. Scot has agreed to host the meeting at his home.

NEXT MEETING: Monday, January 17, 2010, 7:30 PM at the Silver Diner, Merrifield, VA

ADJOURNMENT: Meeting adjourned at 9:05 PM



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

December 2010



THE MEET AT THE BALTIMORE STREETCAR MUSEUM

STORY & PHOTOS BY SANDY KEMPER

[Editor's Note: We wanted to share a few more anecdotes and photos from the delightful afternoon in Baltimore that was enjoyed by members of our region and the Valley Forge Region during the Fabulous Fleetwoods weekend.]

In September, 2009, we were contacted by John Barry, the newsletter editor for our northeastern neighbor in the CLC, the Valley Forge Region. John, who has family ties to Baltimore, said that the VFR was planning to hold a "run/meet to the Baltimore Streetcar Museum." They offered this idea as a joint event for area CLC regions.

No date for this activity was proposed. Rather, John wanted to find out which regions were interested before selecting a date that worked best for all participants. We told John that the Potomac Region would be pleased to join in the fun. Also, we told John that we had a Baltimore Area member, Chuck Piel, who volunteered to serve as the PR liaison.

For several months there was much back and forth discussion between John and Chuck about when this event should be held. The activity calendars of the Streetcar Museum, the VFR and the Potomac Region were all considered. At last, in April, 2010, when our region finalized the date for our ***Fabulous Fleetwoods*** Fall Show as Sunday, October 24th, we suggested that the VFR consider holding the Streetcar Museum Run/Meet on Saturday, October 23rd and making it part of a Cadillac weekend. They agreed wholeheartedly.

Saturday October 23th was a spectacular fall day and members of the Valley Forge Region drove their Cadillacs from the Greater Philadelphia Area to the City of Baltimore. Meanwhile, Potomac Region members Chuck & Debbie Piel, Randy Edison, Sandy Kemper and CLC Life Member Alan Clark, our guest from Newport Beach, California, met at Snyder's Restaurant in Linthicum, MD, for lunch before caravanning to the Museum. Around the same time, National Director Jack McClow was driving to the Baltimore Penn Station to pick up his fellow National Director Bob Crimmins on his way to the Museum. By 2PM, Cadillacs from North and South began to assemble on the grounds of the Baltimore Streetcar Museum. There they were met by PR members Francis Werneth and Harry Yarnell.

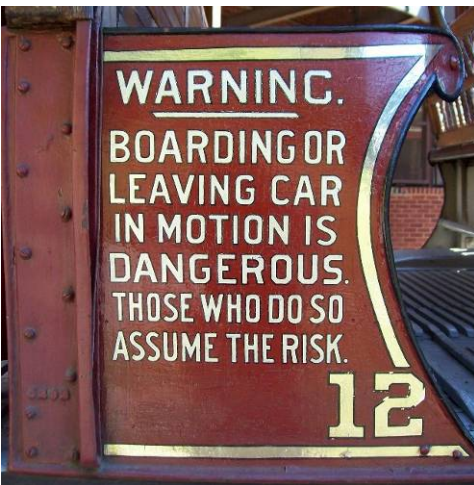




Cadillac & LaSalle Club Potomac Region Caddie Chronicle December 2010



At first it seemed that everyone was mostly interested in looking at each others cars as the VFR folks looked at the PR members' cars and vice-versa. But soon one of the trolley's bells rang and it was time to get aboard.



There were three historic streetcars running that day. The Museum's youngest is No. 7407, a streamline designed streetcar built by the Pullman-Standard Car Manufacturing Co. in 1944 for the Baltimore Transit Company. Streetcar No. 6119 is a Great Depression era car. This type of car is called a "Peter Witt" car after the transit designer who promoted the front entrance and center exit design to accommodate fast loading and unloading of passengers during rush hours. The oldest trolley is No. 1164, a 12 bench open summer car which was bought from the J.G. Brill Company in 1902.





Cadillac & LaSalle Club Potomac Region Caddie Chronicle December 2010



Everyone there enjoyed the pleasant afternoon hours riding these trolleys along the Museum's track, a circuit that is over a mile long and which passes beside a former railroad repair shop and an old Baltimore & Ohio roundhouse, now used by the City for highway maintenance vehicles and supplies. When they weren't riding in a trolley, many tour goers viewed the film in the Museum's Trolley Theatre (a 3/4 scale trolley model) or they were entertained by a docent led tour of the streetcar restoration shops.



However, there was an unfortunate irony to the event: the organizer, John Barry, didn't make it to the Museum. In his words: "Believe me, I was looking forward to being there, and couldn't have been more chagrined/disgusted when my LaSalle died at Howard and Saratoga Streets in downtown Baltimore, no less. What really galls me is that I had it set up to get behind the controls of 7407."

Despite John's absence, those who made it to the Baltimore Streetcar Museum had a wonderful day with streetcars and Cadillacs and a terrific start to the ***Fabulous Fleetwoods*** weekend.



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

December 2010

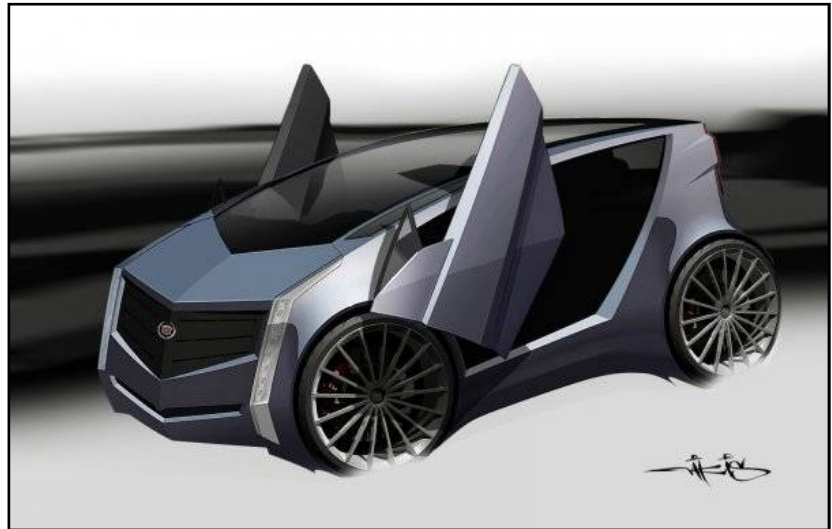


CADILLAC SHOWS OFF ULC CONCEPT IN LOS ANGELES

STORY & PHOTO BY CADDYEDGE.COM
NOVEMBER 16, 2010

LOS ANGELES – Cadillac today introduced the Urban Luxury Concept, a design study exploring a new type of vehicle that offers a luxury experience in a diminutive size. The Cadillac Urban Luxury Concept complements its compact dimensions with the design, features and technology for which Cadillac is known.

“The Cadillac Urban Luxury Concept celebrates its scale with intelligent, innovative content that makes it unique regardless of its size,” said Clay Dean, Director of GM North American Advanced Design and Cadillac Brand Champion. “It has a small exterior footprint, but is roomy inside.”



Conceived and designed in the Los Angeles area, where tight, confined parking areas for apartments, office buildings and even suburban homes are part of everyday driving, the concept weaves Cadillac’s iconic design elements into a form that eschews conventional vehicle design to answer the needs of those metropolitan motorists.

Comparable in size to popular city cars found in Paris, Shanghai and London, the Urban Luxury Concept demonstrates a departure from conventional vehicle design. It seats four, with easy access to all seats available via a pair of scissor-type doors that extend outward and rotate forward when opened. The design fosters a roomy passenger area, which is trimmed in exquisite materials and features next-generation interactive technology. Touch-pad screens and projected readouts take the place of most traditional gauges and serve as the audio and climate system controls – a design feature that helps open up the interior for greater passenger space.

“While small in size, this concept is an exploration of what Cadillac could be in the future, as the brand continues to focus on redefining industry standards for advanced vehicle design and integrated technology,” said Don Butler, vice president for Cadillac marketing.

Engineers have developed a concept hybrid propulsion system for the Urban Luxury Concept that includes a turbocharged 1.0L three-cylinder engine employing electric assist technology, engine start-stop function, brake energy regeneration and a dry dual-clutch transmission. Based on extensive prototype and production experience, a combination of these technologies could offer projected fuel economy of 56 mpg in the city and 65 mpg on the highway, in a vehicle of the size and configuration of the Urban Luxury Concept.

To read more about the ULC, visit
<http://caddyedge.com/models/concepts/2010/11/16/cadillac-shows-off-ulc-concept-in-los-angeles/>

Visit us on the web!
www.clcpotomacregion.org



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

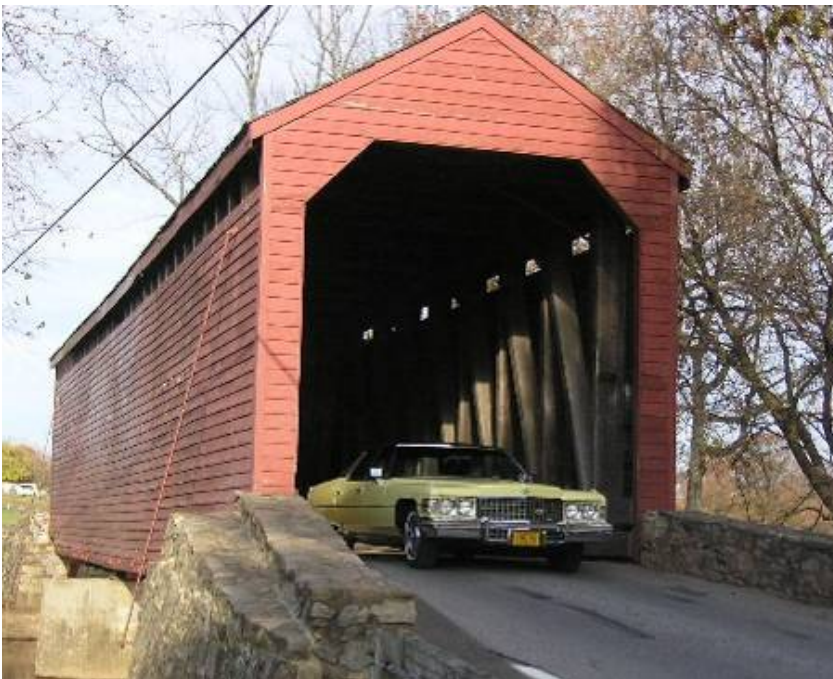
December 2010



COVERED BRIDGE DRIVING TOUR
STORY BY TOM MCQUEEN
PHOTOS COURTESY OF JACK MCCLOW AND GARY SUTHERLIN



It's always great to get these Cadillacs out for a breath of fresh air! The Capitol City Rockets (Oldsmobile club) held a driving tour to Pennsylvania in early November. Sarah and I (pictured left) participated along with Jack McCLOW and my mother-in-law, Irma Milburn, in "Apollo", my 1974 Sedan Deville. It was a great trip with perfect weather, great scenery, good food and interesting venues (the Eisenhower Farm, and three covered bridges). "Apollo" ran beautifully! We had a wonderful time, and Irma really enjoyed meeting some car friends and riding in the "limousine!" As you can see, "Apollo's" 1st Junior Award at Hershey has not caused me to relegate her to garage queen! Quite the contrary, although I must admit I have slightly more parking lot fear now than before! Now I just park farther out.



We'll be driving her on another trip to Pennsylvania to visit the beautiful farm of Sarah's cousin, Ken Wright in Fawn Grove. That is where I keep "Tillie", our 1965 Impala. It's time to prepare Tillie for her winter hibernation. She is in fine company with Ken's immaculate 1973 El Camino that he bought new. So I guess you could call it the "Chevy Barn" these days.

[Editor's Note: Congratulations to Tom McQueen who was recently elected to serve as our Membership Chairman for the 2011-12 term.]



Cadillac & LaSalle Club Potomac Region Caddie Chronicle December 2010



RM AUCTION: THE MILTON ROBSON COLLECTION STORY & PHOTOS BY MARTINA BUTLER

On Saturday November 13th, my husband Frank and I, along with other members of the Potomac Region from Georgia including Doug Bailey and Stan Tucker, attended RM's Auction of the Milton Robson Collection. The auction was held in Gainesville, Georgia on the grounds on the Robson Estate (13,000 square foot home on 435 acres), which is also for sale for \$22 million. The cars were on display just like when visitors were allowed to visit and see the collection. The crowd was much larger than they had expected -- standing room only. I really was surprised that I knew so many of the folks in attendance. I must have hung around the car guys longer than I thought. Most of Robson's cars were very rare, one off, etc. Here is a little breakdown of what cars were sold.



1953 Cadillac Eldorado Supercharged Convertible	Estimate: \$450,000 to \$650,000 – Sold for \$385,000 – purchased by Scott Milestone
1957 Cadillac Eldorado Brougham	Estimate: \$150,000 to \$200,000 – Sold for \$121,000
1958 Cadillac Eldorado Biarritz Convertible	Estimate: \$125,000 to \$175,000 – Sold for \$137,500
Martina's favorite: 1954 Buick Skylark Convertible	Estimate: \$125,000 to \$175,000 – Sold for \$143,000 – staying in Georgia
Most expensive: 1969 Pontiac GTO Judge Ram Air IV Convertible	Estimate: \$750,000 to \$1,000,000 – Sold for \$682,000

Visit <http://www.rmauctions.com/auction-results-overview.cfm?SaleCode=MR10> for more auction results.



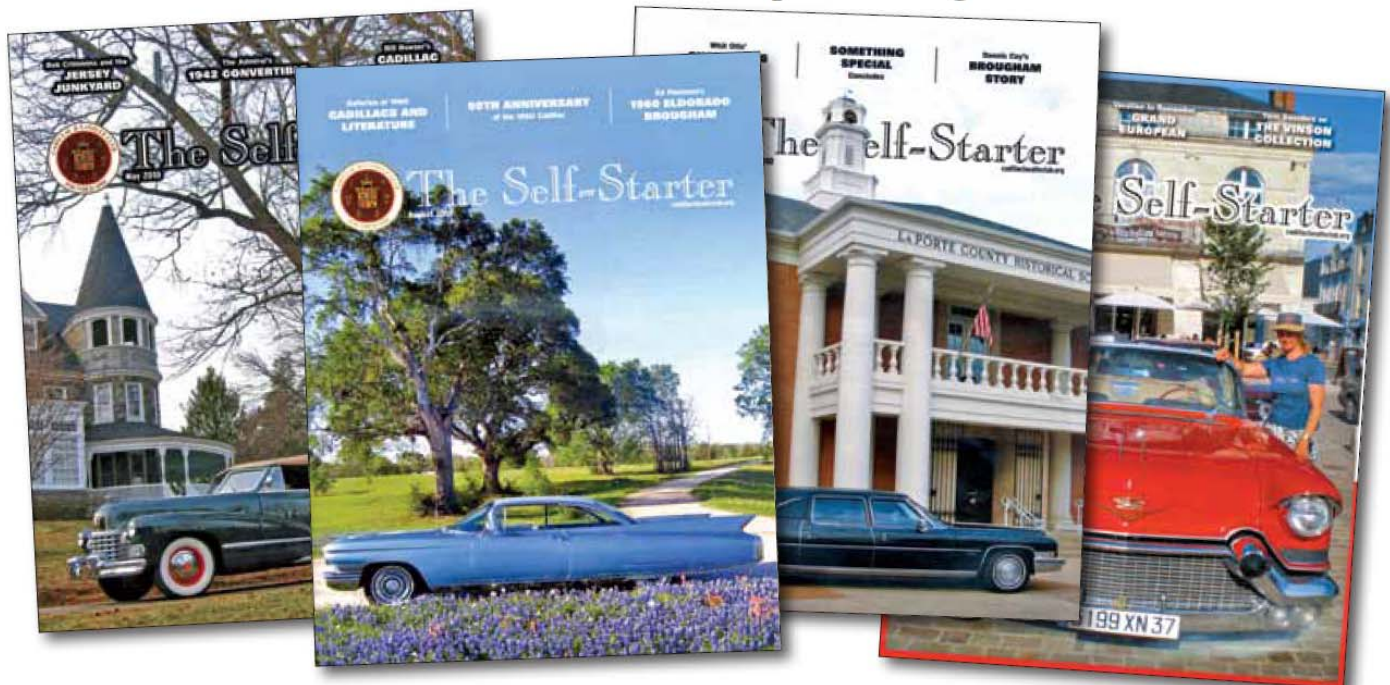
Cadillac & LaSalle Club Potomac Region Caddie Chronicle December 2010



personalityprofile

GLENN BROWN

Bringing people and cars together has been this Cadillac & La Salle Club president's goal



BY MARK J. McCOURT • PHOTOGRAPHY BY RICHARD LENTINELLO
ADDITIONAL IMAGES COURTESY GLENN BROWN, VINCE TALIANO AND THE CADILLAC & LA SALLE CLUB



Named after the fact that Cadillac was the first production car fitted with a starter motor, *The Self-Starters* is a professional-quality magazine that's published 11 times per year.

Not all things that end up one way start out the same; to wit, it was his instant dislike of the new-for-1959 Cadillac that stands out to Glenn Brown as one of his first memories of this brand, which would become one of his life's passions. Those over-the-top tailfins and glittery grilles were more than the 5-year-old boy could stomach, being a fan of the relatively conservative earlier models. However, his undeterred interest in the marque would later lead him to work his way up through the ranks of the 7,000-member, all-volunteer Cadillac & La Salle Club, and to hold the office of president for two consecutive terms. There he fostered an environment of openness and inclusion for all Cadillac fans, no matter their background or the state of their vehicles.

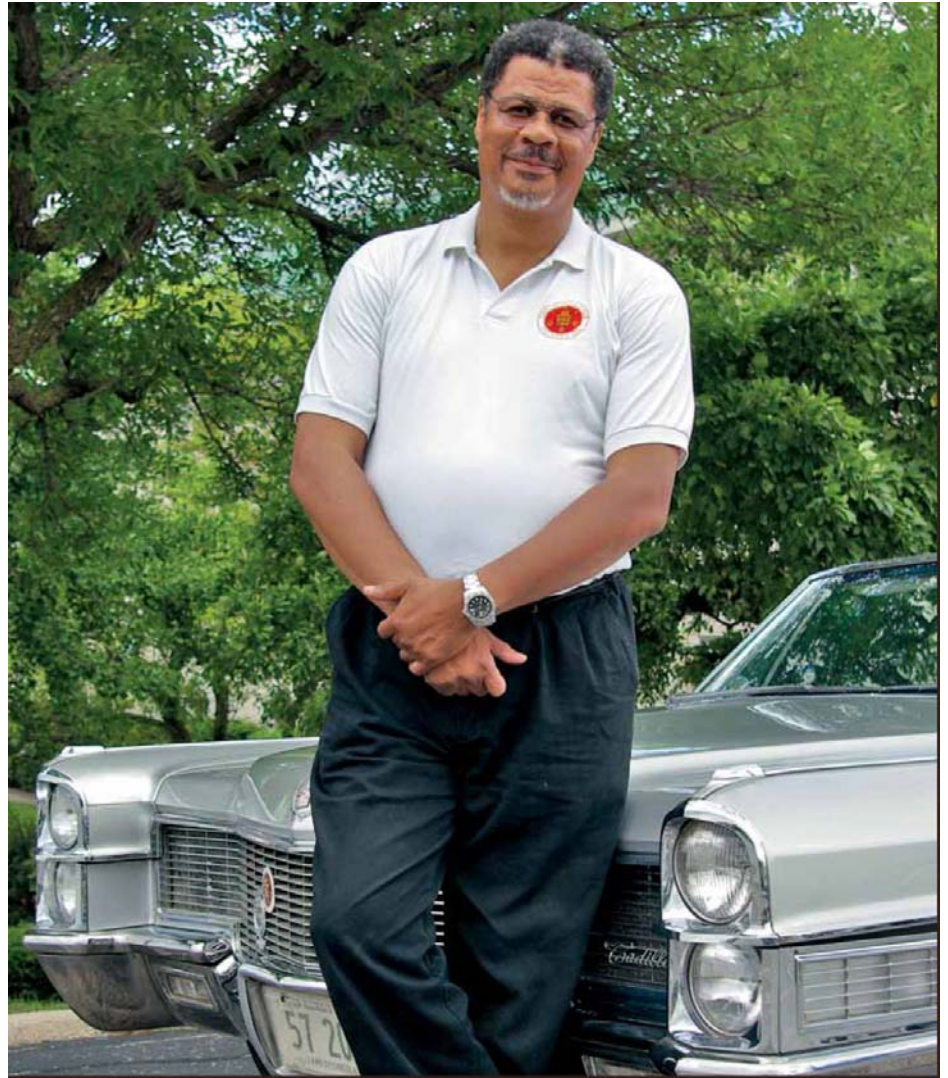


Cadillac & LaSalle Club Potomac Region Caddie Chronicle December 2010



"I've been a car person for eons," explains the Oak Park, Illinois, resident and trial attorney for the Federal Aviation Administration. "Being a kid growing up in the late 1960s and 1970s, I got into the muscle car scene, but I had a problem—I literally didn't fit into the Camaros or Mustangs, because I grew to be six-foot-ten. I couldn't afford any of the larger muscle cars, so I went through a succession of older Oldsmobile 98s, which were like cheap Cadillacs; I fit in those comfortably. The first real Cadillac that I bought was a tired 1979 Eldorado, which was scary to look at, but which rode and drove very nicely."

That Eldorado became Glenn's entry point into a world that he had before only admired from afar; his next Cadillac was a 1965 Eldorado convertible. "I had just finished restoring a 1973 Chevrolet Caprice. I was looking for a 1955 Eldorado, and I stumbled across this Wisconsin car, one of 2,125 built in 1965. The person I bought it from told me that he'd found it on a small used car lot. It was showing 92,000 miles on the odometer, but my guess is that this had been turned back, and that the car had 145,000 or more. It had been painted four or five times, and there were about 10 pounds of Bondo in the passenger door. Someone had started restoring it, but had gone in the wrong direction, because it was refinished with white enamel paint, a vinyl top with a plastic rear window and a blue velour interior. These were all things that I'd have to change so that it didn't look tacky, and I was very involved with its restoration, done at a local shop."



"Running the club was like being a ship's captain— you have to keep it off the reef, and it's steady as she goes."



Cadillac & LaSalle Club Potomac Region Caddie Chronicle December 2010



Of all his Cadillacs, Glenn's favorite is this silver 1965 Eldorado convertible with white leather interior. He drives it regularly throughout the Chicago area, mostly during the summer with the top down. His comment, "Everybody's got a Chevy, but not everyone has a Cadillac," is spot on.

This silver Eldorado is one of six collectible Cadillacs—the others are a 1947 Fleetwood 60S, a 1957 Eldorado Brougham, a 1965 Fleetwood 60S, a 1972 Fleetwood and a 1976 Sedan de Ville—that Glenn owns today. It exemplifies the two things that Cadillac means most to him: "Number one is a sense of style. And number two is that symbol that stood for many years: Owning a Cadillac meant that you'd arrived, or that you believed that you'd arrived. That symbolism took a hit during the energy crisis and into the 1980s, but it's starting to come back."

Owning a growing number of Cadillacs was only part of what pushed Glenn into becoming an active member of his local Chicago chapter of the Cadillac & La Salle Club. "I am the child of a General Motors employee, and I believe in buying American. In the early 1980s, I was considering buying a car from an orphan manufacturer. I spoke with a man from that marque's club at a show, telling him that I was considering buying one, and asking if he would help me with information and advice. He told me that he'd introduce me to the president of their club, who was also at that show. He led me over to the man, who was speaking with someone else. I waited to speak with him for about five minutes, but he never acknowledged my presence. Now, I'm not too easy to ignore—I'm a very tall black man who, at the time, weighed about 260 pounds. I got frustrated and walked away. "There was a vendor at that same show who was selling parts for my 1979 Eldorado. I asked him how much the parts were, and he asked me if I was a member of the club, because he offered a club discount. I didn't know which club he was referring to, so he told me about the Cadillac & La Salle Club. I checked it out, and I joined," Glenn recalls.



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

December 2010



"I didn't go to meetings at first, but when I did go, I found a group of 40 people who I didn't know, and who didn't know me. They all had much nicer cars than I did. I was intimidated at first, but some reached out to me, asked about my cars and told me about theirs. These people had the same 'C.A.D.,' what we call Cadillac Acquisition Disease. They were understanding and helpful, and I began going to more club events.

"I became friends with the regional officers," Glenn says. "In 1994 or '95, the president of our club wanted to host a national event, and I offered to represent them at a C&LC meeting in Detroit, because I was already headed there on business. Thanks to that meeting, I became our regional representative to the national board. I was soon asked to serve as a national table officer, but I declined, thinking that I wouldn't have the time. About nine years ago, a candidate for club president asked if I would sit as his vice president, and after hemming and hawing, I agreed." Glenn himself became president in 2006, and served until his second term ended with the closing of the Grand National on July 17, 2010.

"Running the club was like being a ship's captain—you have to keep it off the reef, and it's steady as she goes," he says. "A few issues came up under my watch. The first was admitting professional cars, as some people complained that they were not factory-made, but we persevered in convincing people that they were Cadillacs and should be accepted nonetheless.

"The issue of modified cars came up about six years ago. Some members wanted to know what we should do about them. I said, 'They're Cadillacs, and we're all enthusiasts.' Many of these modifieds and resto-rods were made from cars that guys in the club wouldn't touch, and they were remade into something useful and attractive. Some people think this type of car isn't worth seeing, and it may not be your cup of tea," Glenn muses. "Cars like this will likely not be winners at our shows because they're not authentically restored, but if they weren't found and modified, they might not be here today at all."

Glenn recalls another story about a modified Cadillac whose owner may not have fit the typical Cadillac & La Salle Club demographic, but whose passion for the brand was as strong as any member's. "I've been trying to make the club more inclusive," he says. "We have to get new people involved, people from all walks of life and from different social and economic strata. I met a Latino man who showed me photos of his 1979 Eldorado—it was a low-rider painted with murals, with angelhair carpeting and a hydraulic suspension. He was very proud of the car, and the workmanship was impeccable. We don't want an entire show field of modified cars, but that man was a true Cadillac enthusiast. If we could draw him into the club, perhaps we could make him a convert to originality in the future.

"Some clubs are losing 20, 30 or even 40 percent of their membership as the members get older. If we don't broaden our horizons and open the club up to people who may not look or think like us, the club will disappear. You may not think much of the lowrider, but that guy knows his stuff. You may dislike his candy paint, but can he do a lacquer job of that same quality? Sure! Reaching out to people who have these skills is beneficial. We have to work together in that direction."



Cadillac & LaSalle Club Potomac Region Caddie Chronicle December 2010



The Cadillac Ranch outside of Amarillo, Texas, is one of many Cadillac-specific sites that Glenn has visited in his travels; his Eldorado Brougham is a 1957 model.

People who are often left on the fringes of the classic car hobby are not the only ones that Glenn reached out to during his recently completed four-year term as C&LC president; he emphasized starting closer to home. "We have to get our families involved, too. My wife, Valerie, continues to tolerate my car addiction, and she may slowly be coming around. And I've infected my college-age son, Mathieu, with this old car disease. He's inherited his grandmother's 1974 Mercedes-Benz 450, and wants a Cadillac of his own.

"If we don't involve young people, our cars will become tomorrow's refrigerators. Your classic 1959 Biarritz might someday be traded in on a new Corolla, because it means nothing to your grandkids. Our club has a Youth Section, and we have to involve our children so that they appreciate this hobby. If we don't get younger people involved—even people who don't look or talk like you—this hobby will disappear."

Glenn has a positive outlook on Cadillac's place in today's collector car world. "More people are recognizing the innovating that Cadillac has done through the years," he explains. "Being General Motors' top cars, they originated a lot of the 'toys' that have come on the market. They're excellent road cars, and with a little tinkering, they can be decent in the corners, too. A lot of people are realizing that, especially in the American market, they're the ultimate. There were some cloudy days in the mid-1980s that tarnished the crest a bit, but people are recognizing the things that the marque has done, even through that time.

"Everybody's got a Chevy, but not everyone has a Cadillac. If I roll onto a show field full of 1957 Chevys with a '57 Eldorado, I guarantee you it's going to get noticed. To an extent, people recognize the fact that Cadillacs are not everywhere, that they're the top of the line and were what people were striving for, and they realize that it's a lot easier to restore a Chevy. To restore a Cadillac to a standard that's as good as or better than that 1957 Chevy, you have to chase the parts or make the parts. People are starting to recognize the workmanship that's necessary to create a truly fine Cadillac.



Cadillac & LaSalle Club Potomac Region Caddie Chronicle December 2010



"The Cadillac & LaSalle Club is doing very well. I think we can maintain and grow the membership. And we have a new charitable affiliate, the Cadillac & La Salle Club Museum and Research Center. They've just opened a facility at the Gilmore Car Museum in Kalamazoo, Michigan. We already have a gallery in one of their buildings, and we'll be constructing our own building when we have the money. We're here for the long haul, and we're fortunate that our favorite cars are still being made, so there's a continual fill-in behind us. I think this club will be around to celebrate its 100th anniversary, and the 200th anniversary of Cadillac."



Glenn's 1972 Cadillac is a long-wheelbase Fleetwood model; he presented the club's Cadillac Herald award to former GM CEO Rick Wagoner in 2008.

[Editor's Note: Special thanks to Richard Lentinello, Editor-in-Chief at Hemmings Motor News, for granting us permission to reprint this great article.]



Cadillac & LaSalle Club Potomac Region Caddie Chronicle December 2010



CLASSIC CADILLACS IN ITALY STORY & PHOTOS BY ROBERTO MORBIATO

On May 23, 2010, a beautiful sunny day in the city of Padova, members of the Historic Route 66 Association of Italy began arriving at my home around 9:30 AM in their classic American cars, many of which were Cadillacs. We were driving to Euganei Hills, an area along the wine route of Italy. In the springtime, it is a very nice run with nature in bloom. After about 30 minutes, we stopped at Casa Prospero, the oldest winery in the area. The owner gave us a good glass of wine along with some sopressata, salami and cheese.

After a visit at the winery, we drove to Abano Terme, a resort town in the area, passing through the beautiful landscape of the hills until we reached Hotel Nenoriane for lunch and drinks, kindly offered by the hotel's owner – a big fan of Cadillacs. On the way there many people waved to us as we passed by, especially in the town of Montegrotto.

After we finished lunch, all the car owners were given a key ring engraved with an image of Route 66 and a certificate of participation. Each woman who participated was given a rose. It was a very successful meeting and all the participants were very happy to spend the day cruising in their classic American car.

Ciao to all the members of the CLC from Italy!!





Cadillac & LaSalle Club Potomac Region Caddie Chronicle December 2010



CADDIE CLASSIFIEDS

Cars For Sale

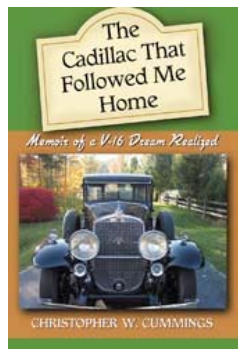
1972 Eldorado – Owned and garage kept by current owner's late father since original purchase – Excellent condition – White Fisher Body with no rust and brown interior with no cracks or tears – 150K miles – Everything works and runs great – Want to sell this car to a Caddy lover, serious inquiries only – See pictures at <http://www.clcpotomacregion.org/72cadillac2forsale.htm> – **Asking \$12,500 obo** – For more info, contact Jay Manning at 202-550-6164 or jaycmanning@aol.com – Car is located in Centreville, VA

1977 Seville – Gold with gold vinyl top – Cloth interior – 125K miles – Barn stored for over 10 years – **Asking \$850** - **1978 Seville** – Blue with blue leather interior – 82K miles – Factory CB radio – Fair condition – Will run – **Asking \$850** - **1982 Cimarron** – White with red leather interior – 151K miles – Outside stored for over 10 years – **Asking \$450** – For more info, contact Mike Carlin at 410-596-1212 – Cars are located in New Windsor, MD

NEW ARRIVAL 1978 Sedan Deville – Two-tone green – Original exterior paint needs repainting, some rust beginning – Green top in good condition – Excellent original green leather interior – 138K miles – Runs well – Transmission rebuilt in 2006 – Left rear brake line rusted out last fall so vehicle has not been driven since – Original owner in Westminster, MD kept it in garage until he traded it in for a new Cadillac in 2004 – Purchased by seller's son who has since moved to Las Vegas from the dealer who accepted the trade-in – No time to do the needed repairs – Looking for a Cadillac collector to restore and preserve the car – See pictures at <http://www.clcpotomacregion.org/78cadillacforsale.htm> – **Asking \$1,250** – For more info, contact Knowles Little at 301-762-6253 or kqlittle@verizon.net – Car is located in Rockville, MD

1991 Allante – Red with black leather and black convertible top – No hardtop - 95k – Pretty car – Ran when parked – Has been sitting in the barn for a few years - **Asking \$6,500** – For more info and photos, contact Harry Yarnell at hyarnell1@earthlink.net or 410-272-0873 – Car is located near Aberdeen, MD

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