



Cadillac & LaSalle Club Potomac Region Caddie Chronicle June/July 2012



DIRECTOR'S MESSAGE BY VINCE TALIANO

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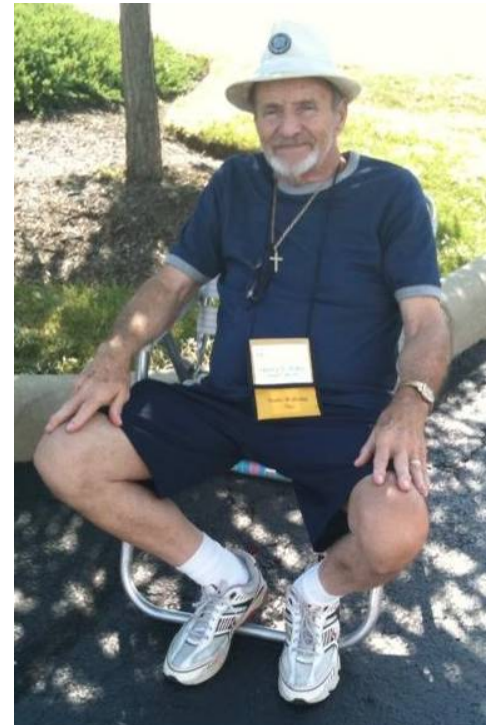
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CAR SHOW MASTER OF CEREMONIES
NATIONAL CLC ADVISOR
NEWSLETTER COLUMNIST
RICHARD SILLS

The CLC Potomac Region lost one of its most dedicated members when Henry Ruby passed away after a long and courageous battle with cancer the Saturday morning of this year's Grand National. Region members will remember Henry as our Car Show Coordinator, but that was only a small part of his many and varied contributions over his several decades as a member. Henry was always willing to lend a hand no matter how large or difficult a task. He gave as much of himself to the club as any member I have ever known. National CLC members who have attended Grand Nationals over the years, particularly the one in Savannah in 2007 and last year's in Columbus, will recall seeing Henry & Diane helping members in the parking and registration areas.



Henry Ruby at the
2011 Grand National in
Columbus, OH
Photo by Jack McClow

When I called Florida the morning that Henry died to inform our region members who were attending the Grand National, it started to pour down rain. But when the conversation was over, the sun started to peak thru the clouds! For those of you who knew Henry, that was his spirit! He wanted to be in St. Augustine with everyone and on that day his spirit was with everyone on the show field.

Rest in peace, Henry! We will all miss you dearly.

Vince Taliano



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***IN MEMORIAM: HENRY RUBY
OCTOBER 31, 1936 – JUNE 16, 2012
BY RICHARD SILLS***

I knew Henry for many years through our common interest in antique cars, and particularly Cadillacs. As all of you know, Henry had a passionate interest in vintage cars. Many years ago, Henry joined the local Potomac Region of the Cadillac & LaSalle Club, and relished every opportunity to drive his old Cadillacs to club events. Many people join an organization and just become members, but when Henry joined, he put his whole heart and soul in to it, contributing to the club's activities in more ways than I can recount. Henry was a tireless worker, and anything the region asked him to do, we knew it would be done, and done well.

Henry was a unique individual. At one point the national CLC began a campaign to enforce the rule that all of the members of a local Region must also be members of the national club. When Henry heard about this, he said he had no interest in joining the national club -- he thought they were a bunch of stuck-up rich guys. We said, no, Henry, they're just car people, like we are, and you will fit right in. Henry was steadfast in his lack of interest in joining the national club.

Eventually we realized there were only two choices: either Henry would join the national club, or he would not be able to remain a member of the local region. So several of us came to Henry and we said, Henry, we can't stand the thought of losing you as a member of our local region, so it's all taken care of -- we're sending in your dues to the national club, so you'll be a member whether you like it or not, and don't worry about it. Henry, of course, being a very proud man, would not let anyone else pay his dues. So, out of respect for his friends, he sent in his own dues and joined the national CLC.

I'm sure he was pleasantly surprised to find that the national club, also, consisted of kindred folks with the same interest and passion he had for old cars. Not only did he fit in, but he immediately became an invaluable part of the club, just as he did in the local group. Every year the CLC has a big national meet in a different part of the country, and no matter where that meet was held, Henry & Diane could usually be found working the parking area and at the registration desk, respectively, or doing any other jobs as needed.



**Henry in Action at the 2007 Fall Car Show
Photo by Sandy Kemper**

Henry continued to play an important role in our local region, as well. Twice a year we have shows at Capitol Cadillac in Greenbelt, and Henry was in charge of determining what cars should be displayed in the showroom, and making the necessary arrangements to get the cars in and out safely. He even did this last month, as sick as he was, he wouldn't let his health problems interfere with his responsibilities for the car club.

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L to R: George Boxley, Steven Sisson, Henry Ruby and Randy Denchfield at the 35th Anniversary Potomac Region Dinner Cruise in August 2004

Photo by Vince Taliano



**Looking sharp, Henry!
Dan Ruby adjusts his father's boutonniere before Dan's wedding in April 2011**
Photo courtesy of Dan & Jo Jo Ruby

He actually went above and beyond anything that could be considered his responsibility. For example, he would go and pick up other club members who were sick or ailing, and drive them to meetings. He didn't talk about it -- he just did it -- that was the nature of this kind and generous man.

Henry & Diane also served as the Potomac Region's liaison to the Central Pennsylvania Region, where I live. Traveling 150 miles to attend a Cadillac show was no obstacle for Henry. He believed that Cadillacs were meant to drive, and drive them he did -- whether it was his 1953 Coupe deVille, his 1958 Eldorado, or his 1992 Fleetwood Brougham. Henry made his Cadillac & LaSalle Club activity a family affair, and his son Dan is now the Assistant Director of the Potomac Region.

Henry also attended numerous other old-car related events -- he went to auctions every year at the AACA Museum in Hershey PA, and the car auction in Atlantic City every year, even after his health began to fail. He drove his antique Cadillacs to Indiana to attend events honoring James Dean, who had a lot to do with the car culture of the '50s. While many other people are reluctant to drive long distances in old cars, Henry thought nothing of it.

Henry had an indomitable spirit and a heart of gold. He was a true and loyal friend, and gave freely of his time and his knowledge. The Cadillac & LaSalle Club is grateful for his many contributions, and members from all over the country have expressed their sorrow when they heard of Henry's passing.



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I, along with many others, consider it a great honor to have been Henry's friend. Henry is survived by his wife Diane, four children, 10 grandchildren, and five great-grandchildren, as well as many nieces, nephews and friends. We will remember him always, and extend our sincere condolences to Diane, Dan & Jo Jo, Karen and the rest of the family.



**L to R: Henry and Karen Ruby
preparing "JAWS" for a demolition
derby event
Circa 1983**



**L to R: Pat Cole, Henry Ruby, Diane Ruby and
Glen Cole at the 40th Anniversary Potomac
Region Celebration in March 2009
Photo by Vince Taliano**



**Henry, center with hat, with his family,
friends and 75th birthday cake at the
2011 Fall Car Show
Photo by Sandy Kemper**



**Henry & Diane dancing at
Roger Bentley's 2007 Summer Picnic
Photo by Dan Reed**



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2012 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Jun 2 Sat	9:00 am – 3:00 pm	CLC Central PA Region's 23rd Annual Spring Show	Kelly Cadillac Lancaster PA	Art Archambeault at 717-557-6974 or artarchambeault49@gmail.com
Jun 2 Sat		23rd Annual Orphan Car Tour	Starting from Harpers Ferry WV	Jon Battle at 540-364-1770, TourDirector@orphancartour.org or www.orphancartour.org
Jun 2 Sat	9:00 am – 3:00 pm	CLC Raritan River Region Car Show	Royal Cadillac Florham Park NJ	Joe Manna at joem@rrrcl.org or 908-964-0766
Jun 2 Sat	9:00 am – 3:00 pm	First Baptist Church of Deanwood 110th Anniversary Parade	Deanwood MD	Deacon Rodney Payne at rwpjr66@comcast.net
Jun 8-10 Fri-Sun		2nd Annual The Elegance at Hershey	AACA Museum Hershey PA	www.TheEleganceAtHershey.com
Jun 13-16 Wed-Sat		CLC Grand National Meet hosted by the Florida Suncoast Region	St. Augustine FL	https://www.cadillaclasalleclub.org/2012-grand-national?layout=blog
Jun 16 Sat	8:30 am – 3:00 pm	4th Annual Car Show featuring Buick, Cadillac, GMC, Olds, and Pontiac	Freysinger Buick Mechanicsburg PA	Tim Spigelmyer at 717-938-9368 or TLSPSU@aol.com or Dick Beckley at 717-395-7128 or dbeckley@epix.net
Jun 17 Sun	10:00 am – 3:30 pm	39th Annual Sully Plantation Father's Day Car Show	Sully Plantation Chantilly VA	Bill Worsham at 703-250-5474 billworsham@aol.com or www.gwcmodeleda.org
Jun 22-24 Fri-Sun	Gates open daily at 7 am	Carlisle GM Nationals	Carlisle PA	717-243-7855 or www.carsatcarlisle.com
Jun 23 Sat		Annual AACA Museum Car Show	AACA Museum Hershey PA	www.aacamuseum.org
Jun 30 Sat	11:00 am – 4:00 pm	8th Annual Picnic with Lincoln Mercury friends (Canceled due to catastrophic storm)	J. Roger Bentley's Home Brinklow MD	R. Scot Minesinger at rscotm@cox.net or 703-283-2021
Jul 7 Sat	9:00 am – 3:00 pm	6th Annual CLC Inter-Regional Meet	AACA Museum Hershey PA	Art Archambeault at 717-557-6974 or artarchambeault49@gmail.com
Jul 8 Sat	8:00 am – 2:00 pm	National Capital Region Early Ford V-8 Club's 22nd Annual Car Show	Longwood Community Center Brookeville MD	Al Zimmermann at 410-560-0237 or zimmco1@comcast.net
Jul 13 Fri		3rd Annual Collector Car Appreciation Day	All across the USA	www.SEMASAN.com/ CollectorCarAppreciationDay
Jul 16 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 22 Sun	10:00 am – 3:00 pm	VCCA Free State Region's Annual Car & Truck Show	Meadowbrook Regional Park Lutherville MD	Hank at 410-377-8331 or dankerus@comcast.net or grand1917@comcast.net
Jul 28 Sat	9:00 am – 2:00 pm	Fort Belvoir Car and Bike Show	Fort Belvoir VA	Romel Voellm at romel.e.voellm.naf@mail.mil or 703-805-9239
Aug 4 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 11 Sat	10:00 am – 3:00 pm	38th Annual Metro Chapter Buick Club All-GM Show	Montgomery College Rockville MD	Cory Correll at 240-686-0229 or corydraw@gmail.com
Sep 2 Sun	10:00 am – 3:00 pm	Vern Parker's Street Dreams Car Show	Spring Hill Recreation Center McLean VA	www.vernparker.com
Sep 9 Sun	7:00 am – 3:00 pm	11th Annual AARP-Wiygul Automotive Herndon Classic Car Show	Lynn & Station Sts Herndon VA	brent@aarpdulles.org
Sep 9 Sun		Radnor Hunt Concours d'Elegance featuring Cadillac	Malvern PA	www.radnorconcours.com
Sep 14-16 Fri-Sun		46th Annual Bennington Car Show	Bennington VT	www.benningtoncarshow.com
Oct 28 Sun	9:00 am – 3:00 pm	Capitol Cadillac Fall Car Show Professional Pride	Capitol Cadillac Greenbelt MD	Vince Taliano at 301-258-8321 or vincetaliano@clcpotomacregion.org



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2011 GOLDEN QUILL AWARDS **BY VINCE TALIANO**

Each year, **Old Cars Weekly** selects national and regional publications for its Golden Quill Award based on various categories. We are proud to announce that the Caddie Chronicle was among the publications that won (our fifth Golden Quill Award!). Below is the list of CLC winners:

National Luxury

LaCad, Terry and Robyn Griffin, editors, Cadillac & LaSalle Club of Australia
The Self-Starter, Stephen E. Stewart, editor, Cadillac & LaSalle Club

Regional Compact

- **Caddie Chronicle**, Vince Taliano, editor, CLC Potomac Region
- **Cadillac Past**, Chris Milici, editor, CLC New England Region
- **The Herald**, Stephen Page, editor, CLC Northstar Region

Regional Sub Compact

- **Cadillac & LaSalle Club Northwest Ohio Region News**, Elden Smith, editor, CLC/NWO Region
- **Finz**, Ron Melville, editor, Cadillac & LaSalle Club of New Zealand
- **Let's Talk Cadillac**, John Bauer, editor, West Michigan Cadillac & LaSalle Club
- **The Standard**, Kevin Luedtke, editor, Motor City Region, Cadillac & LaSalle Club

Honorable Mention

- **The Dagmar**, Wayne Shmitka, editor, Rocky Mountain Region Cadillac & LaSalle Club
- **Fleetwood Flyer**, George Bergen, editor, Cadillac & LaSalle Club – St Louis Region

Also, CLC Potomac Region member Bill Anderson (**Boomtimes**, Buick Owners of America) won a Golden Quill Award for his non-CLC publication.

Special thanks to Sandy Kemper, Richard Sills and Margo Sisson for reviewing and enhancing each issue prior to publication, to Shelley Chadick for distributing the U.S. mail version and to everyone listed below for submitting stories and/or photos in 2011.

David Traver Adolphus - Autblog - Don Beaupre - J. Roger Bentley - Brenda Priddy & Company - Martina Butler
Justin Chrobak - Alan Clark - CLC Website - Clem Clement - Lou Commisso - Tim Coy - Bob Crimmins
Chris Cummings - Joe Cutler - Detroit Public Library National Automotive History Collection - Brian Earnest
Berkeley Edmunds - Bob Eng - Nick Ferrantino - Bryce Frey - Franklin Gage - General Motors - Tim Gregorio - John Guazzo
Hemmings Blog - Lee Herbermann - Bill Hilliard - David Hime - IMCDB - Brad Ipsen - Frank Jardim
Ivars Jaunrubenis - Daniel Jobe - Jim Jordan - Sandy Kemper - Charles Lemons - Mary Lightbown - Randy Manus
Jack McClow - Tom McQueen - Robert L. Meekins - Gregg D. Merksamer - R. Scot Minesinger - The Montgomery News
Tom Moynton - Old Cars Weekly - Ed Owen - Vern Parker - Sue Pashukewich - Chuck & Debbie Piel
Prince George's Journal - Dan Reed - RM Auctions - Dan & Jo Jo Ruby - Henry Ruby - Harry Scott - SEMA
Richard Sills - Steven Sisson - Snohomish County Washington Police Department - Top Gear
The Winchester Star - Angelo Van Bogart - Val Van Meter - Michael Veilleux - Terry Wenger, Sr. - Robert K. Wilcox



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MEET YOUR NEW MEMBERSHIP DIRECTOR BY DEBBIE TAYLOR

Hello, my name is Debbie Taylor and I want to take this opportunity to introduce myself to the CLC Potomac Region membership. I have become increasingly involved with the CLC Potomac Region since the passing of my husband, Carl Glaser, in 2009. I finished restoring his project car, "Lazarus", a 1965 Coupe de Ville (see picture below) in tribute to Carl and I continue to show it at our club shows and other local shows.

Prior to moving to Maryland, I studied Molecular Genetics at Cold Spring Harbor Laboratory in New York and received a Ph.D. from the State University of New York at Stony Brook in 1996. Afterwards, I was a postdoctoral fellow at the University of Southern California Medical School in Los Angeles until moving to Maryland to join the Food and Drug Administration on the NIH campus in 2001 as a Research biologist. Currently, I am a Senior Investigator and Section Chief for Chronic Hepatitis Virus research and also direct research on SARS and dengue viruses, in addition to serving as a regulatory reviewer for blood donor screening tests and serving as a member of several journal editorial boards.

Through my work, I travel internationally several times a year delivering lectures on hepatitis virus research and whenever possible, try to squeeze in some time off for birding. I live in a home in Frederick, MD with two dogs and two birds and am passionate about gardening.

I look forward to meeting all the members and serving as Membership Director. One of my goals is organizing a pictorial membership directory and increasing the membership of the CLC Potomac Region.



**L to R: Debbie Taylor presents Susan Denchfield with the Ladies' Choice Award at the 2012 Spring Car Show
Photo by Michael Veilleux**





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WHAT YOU NEED TO KNOW ABOUT 15% ETHANOL GASOLINE

BY DAVID HURTH

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Not very long ago the EPA OK'd 15% ethanol in gasoline. They originally OK'd it in 2010, but a class action lawsuit delayed this. Unfortunately, they ultimately have been able to get it OK'd. It is debatable if adding ethanol in gasoline does more good than harm to both the environment and to your car. Because of the harm that this gas can do to your car, I decided to look into what can be done to avoid it and why it is so bad for some cars. I also, wanted to see what could be done to mitigate the effects of this on an old Porsche (like my daily driver which is a 1983 Porsche 944).

Manufacturers of various automobiles have come out saying that cars older than 2001 should not use the 15% ethanol gasoline blend (with some voiding any warranties on the car if the 15% blend is used on even some cars newer than 2001). The reason for this is that these fuel systems were not designed for ethanol use. Because they weren't designed for it, many parts of the fuel system (especially rubber parts) can begin to fail due to the use of this fuel. Beyond this, if a car is not run very often (for example a car that is mainly driven on the weekends) the ethanol can cause condensation to form in the gas tank and we all know water in your gas is never a good thing.



So, what can we do to keep our classic cars from having trouble with this new higher ethanol fuel? First find out if your state makes gas stations put a notice if their fuel contains ethanol. Some states (such as California, where I live) do not require any notice that gasoline contains ethanol (because of this most stations in the state do contain ethanol). Other states do require a notice although some states only require it if the ethanol level is over a certain percentage. If you live in a state that doesn't require notice, you can purchase a testing system that will let you know if your gas does contain ethanol from Internet suppliers. You can find a list of states that require ethanol labeling on the Internet also.

If you live near water and are not able to get ethanol free gasoline at any local gas stations, you may be able to get it at a local marina gas location. Boaters have been very successful in keeping ethanol out of their gas, so most locations designed for filling up boats will not have any ethanol in the gas. If you can't get gas without ethanol anywhere near you, try to do a few things to keep the effects on your car to a minimum. First, use an ethanol gas additive. These additives will help reduce the wear of components not designed for ethanol (Sta-Bil makes a very good ethanol treatment that I have used and it appears to have worked well). You may also want to buy your gasoline from a gas station that uses good additives. For example the Techron in Chevron gasoline may help reduce the affects of ethanol by reducing the affects of any condensation that forms in your gasoline.



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Another thing to do is not have your car sit for too long. By starting the car every couple of days at least you will help reduce the chance of condensation building up in your fuel. Ideally a tank of gas will not sit in your car for more than three weeks as this helps reduce the effects on your gas tank elements. Higher octane gas will also provide some protection from water contamination in your gas. (Some people also recommend an octane additive to further compensate for this).

Other things that can be done to deal with ethanol can get a bit pricey, but may be worth it in the long run. You can replace any wear parts in the fuel system or engine with parts designed for gas with ethanol in it. One problem with this is that parts designed to use ethanol may not currently exist for classic cars, so you may opt to just replace the part with a new part to replace parts that will wear out more quickly when running ethanol. For example it is probably a good idea to replace all rubber fuel lines as these can get hard and wear very quickly. The fuel filter also may need to be changed more often when running fuel with ethanol in it.

The last thing that could be done would be to embrace ethanol gasoline. By this I mean convert your car to run on E85. The conversion isn't the cheapest thing, but you normally pay much less for the E85 fuel. The biggest problem with this is that E85 is not available in all areas, so you would need to live near an E85 station and not take any trips without planning your route based on E85 stations.

Ethanol gasoline is one of those things that there is only so much that we can do to stay away from. However, by following these tips you should be able to keep your classic car running happily even with gas that contains ethanol.

Visit this website that lists gas stations all around the country that still sell pure gas
<http://pure-gas.org/index.jsp>.

Visit this website below to sign an Ethanol Free Gasoline Petition
<http://thesportscarguys.com/ethanol-free-gasoline-petition/>



[Editor's Note: Special thanks to Randy Edison for suggesting that we contact David Hurth to request permission to reprint the story. Above is a picture of Randy's Cadillacs -- L to R: a 1968 Eldorado, a 1964 Eldorado and a 1959 Coupe de Ville]

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MIXING BUSINESS AND PLEASURE
BY CHRIS MILICI, REGIONAL DIRECTOR
CLC NEW ENGLAND REGION

As members of the New England Region know, I travel quite a bit for my work. Most trips do not afford much time other than the usual rigor of planes, trains, taxis, and hotels. Occasionally, though, I find myself with a free afternoon to spend relaxing or sightseeing as I please.

Recently, a combination of meetings and training left an open afternoon while visiting the Washington, DC area. As has become my habit, I will often seek out a few members of the local region of the CLC for some advice on finding a good antique auto museum, cruise night, or other related activity. I sent a note to Jack McCLOW, Vince Taliano, and Richard Sills hoping to turn up something other than the Smithsonian. And I was in luck!



**L to R: David Cammack, Chris Milici, Tom McQueen
and Sandy Kemper**
Photo by Jack McCLOW

After a series of e-mails, my Tuesday afternoon in April was set. Sandy Kemper, Potomac Region Secretary, would meet me at my hotel where Jack, National Director, would pick us up in his 1957 convertible. We would then drive together to David Cammack's The Tucker Collection in Old Town Alexandria followed by an early dinner and then back to the hotel via some scenic roads along the Potomac River.

Before this business trip, I had never laid eyes on a Tucker. Being a "car guy" means, of course, I had heard of a Tucker, but knew only of its very short chapter in automotive history. I did not know they never actually went into mass production, that the company failed under circumstances that are debated to this day, or that the cars produced had some of the most innovative features of the time. And, yes, I missed the 1988 Francis Ford Coppola movie, ***Tucker: The Man and His Dream*** starring Jeff Bridges.



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The weather was ideal, so Jack rolled in with the top down and Sandy and I were off to The Tucker Collection. We were met there by Tom McQueen who was very happy for the occasion as he had not previously had the chance to visit the collection. Once we arrived, we entered the museum, although the proprietor of the vast collection of Tucker artifacts does not think of it as such. I could not believe my eyes: an entire warehouse dedicated to the preservation of a car company that never went into mass production!

David Cammack is a self-proclaimed Tucker nut. From original Tucker radios and seat covers still in their boxes to the full-scale test chassis that exemplifies Preston Tucker's unorthodox innovations; from the mimeographed memos from the corporation to its employees to the eight different engines displaying all but one of the powertrain configurations the company tested; the collection is vast. But then there's the second floor, where long folding tables covered with binders and boxes house 50,000 blueprints for the individual components and tooling needed to manufacture the cars.

Speaking of the cars, the Cammack collection has three -- the only collection in the world to own three different Tucker automobiles. He purchased the first from a museum in New York in 1972. The car is Tucker number 1022, the 22nd prototype built, and it is this car that resulted in the collection as we observed it. Next came number 1001, the first Tucker prototype built, in 1973 followed by number 1026 in 1974. The latter was the first prototype fitted with an automatic transmission. Today, only 47 of the 51 prototypes exist. And David knows exactly where each one is.

Our tour left no fact about Preston Tucker unturned. We learned about his innovative disc brakes concept, his aluminum engine blocks, the Cyclops headlight which turned with the steering wheel to help guide the driver around corners at night, and his independent suspension.

The story behind how David acquired the paperwork that Tucker's engineers left behind is quite fascinating. When the corporation was liquidated, an investor purchased all of the engineering drawings, as well as all rights to the Tucker name, for \$2,000. "When I was originally talking with him, he was asking for \$10 million," David said. Needless to say, David declined. After the man's death, his family, apparently not realizing the value of the drawings, tried to dispose of them at a Chicago dump, only to be told that the blueprints were unacceptable because of the chemicals in the ink and paper that was used. The man's grandson took the papers and offered them to the Tucker Automobile Club of America, which contacted David. He obtained them at a much more reasonable price.

David plans to continue as the caretaker of Tucker automotive history for as long as he can, after which the collection is destined for the AACA Museum in Hershey, Pennsylvania. A 3,500-square-foot room has been built at the museum for the collection, through a donation by his late brother Bill.

After the tour, David joined us for a bite across the street at a local favorite restaurant. Then it was back to my hotel in style. Thank you to David for opening his collection to us and for spending an entire afternoon answering our questions and sharing so much information about Preston Tucker and his innovative ideas.



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My fun continued the next day, however, as I made my way with a little help from Sandy to Capitol Cadillac for a Potomac Region monthly meeting. I had the chance to talk a little about the 2013 Grand National (hosted by the New England Region) to the members in attendance.

Thanks to Jack and Sandy for taking the time to welcome me and arrange the special tour of The Tucker Collection, and to the members of the Potomac Region for allowing me to join in their meeting. The activities certainly made my business trip more enjoyable, and I look forward to visiting again in the future. This is exactly the type of thing that makes our Club so great!

David Cammack, far right, was nice enough to let us stop by during the 2009 CLC National Driving Tour
Photo by Bill Edmunds

[Editor's Note: Special thanks to Chris Milici, CLC New England Region Director and Newsletter Editor, for sharing this story with us. It was originally published in his award-winning newsletter in June 2012.]



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THEY'RE STILL OUT THERE STORY & PHOTO BY RICHARD SISSON

Recently, I unearthed a "barn fresh" find. About two years ago, I was at a car show with my '54 Eldorado when a guy came up to me and said he knew of a car like mine in a barn, but it had tail fins. I knew it had to be a '55 or '56 Eldorado and started thinking about how to tell the difference. A week later the guy led me to a farm in the Mt Airy area of Maryland. There it was: a '55 Eldorado, showing 75,000 miles and sitting where it has been in repose for 30 years after the brakes went out (see picture below). It needed a complete restoration, but was complete. Now, here's where it gets interesting.

The guy knew the owner's name but didn't know how to get a hold of him and the owner didn't live on the farm. I tried to locate him but had no success. I kind of put it on the back burner to readdress at a later date. Fast forward to this March when I attended the AACA Chesapeake Region's annual swap meet held at the Howard County Fairgrounds. I decided when I left I would go by there to see if it was still in the barn. Sure enough it was but again, nobody around. This time I did a little sleuthing and checked the mailbox of the farmhouse. There was some mail addressed to the people renting the farmhouse. I took note of the information and proceeded to try to track them down. I finally made contact and asked if they would have the owner contact me. After a week he called and we started negotiating. The gentleman is 91 years old and sharp as a tack. The car was purchased new by his father and was delivered from Chesapeake Cadillac in Baltimore. I was able to reach agreement with the gentleman and broker the car for Marc Tuwiner, who I'm sure will turn it into a prize winner as he recently did with his red '56 Eldorado that he sold in Indianapolis at the Mecum Auction.





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CAR SHOW SUCCESS STORY & PHOTOS BY NICK FERRANTINO

What is the measure of success when you take your classic, historic car to a Concours D'Elegance? When asked you can get as many answers as the cars at the show. Could it be the award you take home? Or the great time and the admiring looks from the public as they view your car?

The car I entered and took to the Keels & Wheels Concours D'Elegance in Seabrook, Texas this year was my 1993 Cadillac Allanté with a connection and history to the 76th Indianapolis 500 held in 1992, and to the dynastic racing family: the Unsers, like Bobby Unser, Al Unser Sr. and Al Unser Jr. In a way, I tried honoring all the racing Unsers, all seven of them, when I displayed my Allanté at this show.

Bobby Unser was the Grand Marshal this year at Keels & Wheels and with some luck I got to park my 1993 Allanté under his tent where he was signing autographs. He had not seen this Allanté in 20 years since he was the spokesperson for Cadillac Allantés and the pace car driver at the Indy 500. That pace car was a 1993 Allanté with its only modification being the addition of a roll bar and racing seat belts. The Northstar engine put out 290 h.p., which was more than enough for the track. That was a very historic race as Bobby's nephew, Al Unser Jr., won the race and Bobby's brother, Al Unser Sr., came in third that day. Al Unser, Jr. used this Allanté as a parade car not only for that race but also as a parade car two weeks later to open the new Belle Isle Raceway in Detroit, MI.



Bobby Unser autographing some of Nick's items from the 76th Indianapolis 500 held in 1992 where Bobby drove the 1993 Allanté Pace Car (pictured below)





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The Keels & Wheels car show had some classic cars on display that were over 100 years old and one entry was an 82 year old 1930 Packard whose owner had turned 102 herself this year. Being a realist, I know that with really older classics in this show, I should just enjoy the two days I got to display a young 1993 Allanté, even with the history this one had, and not think of any awards. The joy was that I was displaying my Allanté next to the table where Bobby Unser was seated and greeting the public, as well as signing posters of this event. I got him to autograph not only a poster of himself for this show, but many other items I had with me from that Indy 500 in 1992. The best was having him sit in my Allanté and sign his name just above the glove box. Who needs awards when I was able to have something like that happen? I also got to meet Mrs. Unser and talk Indy 500 and all the Unser racing family with her.

I want to also acknowledge that I did not do it alone. My fellow Houston Allanté Club member and 1993 Allanté owner himself, Martin C. Bailey, stepped forward and became my pit crew for this event. He helped me with setting up and caring for my Allanté as the public passed by leaving a finger print or two to be wiped off as well as aiding with the car cover that needed to be put on at the end of each day. He made the mistake of doing such a good job that he will be called upon to do other shows where I hope to show this Allanté. I was also very pleased to see at least two other Houston Allanté Club members attended as well: Lewis White who owns two 1993 Allanté's and Randy Cox who owns a 1990 Allanté. So was this car show a success? You bet it was!



Some of the other Cadillacs at the show



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THE ROEBLING CADILLAC STORY & PHOTO BY CHRIS CUMMINGS

The name Roebling is forever linked with the design and construction of the Brooklyn Bridge, an ingenious suspension bridge across the East River between Manhattan and Brooklyn. It was an engineering breakthrough in its day and still carries a steady flow of vehicular and pedestrian traffic. John



Augustus Roebling, the German immigrant who conceived and, in 1867, began building the bridge died before its completion (victim of tetanus that resulted when his foot was crushed by a ferry boat colliding with a dock). But he left five sons and four daughters, and a family business that would figure largely in American industry well into the 20th Century. Washington Augustus Roebling, eldest son of John Augustus, completed the Brooklyn Bridge and served as president of John A. Roebling Sons Company until his death in 1926. He was succeeded as president by his nephew Ferdinand William Roebling, Jr. Among the work that Ferdinand had done for the company had been drawing the plans for the Williamsburg Bridge, another East River suspension bridge upstream from the Brooklyn Bridge. During his tenure as president, the company erected the George Washington Bridge across the Hudson River, and devoted great energy to a variety of business, civic and philanthropic activities.

Ruth Metcalf Roebling (whom Ferdinand had married in 1905) was left a widow in 1936. In 1940, she purchased a new Cadillac V-16 limousine, engine number 5320019. The car was a Series 9033F formal sedan with a leather-covered roof and without rear quarter windows, and it was one of five such cars built that year. It's a very traditional car in black lacquer with side-mount spare tires. The driver's compartment is done in the black leather that was typical of chauffeur-driven sedans in the pre-war era. Mrs. Roebling would keep the car until her death in 1960.

In 1962, ownership of the Cadillac passed to Holt Apgar Murray of Princeton, New Jersey. An old car enthusiast and member of several antique and classical car clubs, Mr. Murray distinguished himself flying B-17 bomber missions in Europe during the Second World War. After the war, he joined Crescent Insulated Wire and Cable Co., Inc., the business his grandfather had founded, where he became vice-president. After he passed away in 2005, the 1940 V-16 passed to his grandson Neil Murray. Shortly thereafter it was sold at auction, purchased by Athens, Georgia businessman and long-time Cadillac enthusiast Jimmy Wilfong.

On March 8, 2008, at the Amelia Island Auction run by RM Auctions the car was sold for \$82,500. It became part of the collection of William B. Ruger, Jr., retired Chairman and CEO of the firearms manufacturing company Sturm, Ruger & Co., Inc. In 2012, RM Auctions is again offering the venerable V-16 formal limousine, this time at its St. Johns Auction, July 28, 2012, in Plymouth, Michigan. Unless a new owner insisted on competing in the regular judged classes with the car, it could be left and enjoyed and conserved exactly the way it is.



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REGION NOTES BY VINCE TALIANO



Thanks to Daniel Jobe for sending us the following link for a video of the GM Heritage Car Collection:

http://www.youtube.com/watch_popup?feature=endscreen&=R=1&v=RvVmDsWnMOK



Congratulations to Bob Norrid on his recent purchase, a 1962 Series 62 convertible.



Pictured left is Pat Noll, Jack Noll's widow, with their award-winning 1968 Coupe de Ville that she recently sold to Tom Alsop. It was their wish that the car go to a CLC member and be properly stored. The car had been stored in Spring Grove, PA with limited use since 1971. The car is now parked in a climate controlled garage in Fairfax, VA.



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CADDIE CLASSIFIEDS

Cars For Sale

1938 Cadillac V-16, Style 9039 Close-Coupled Town Sedan – 1 of 20 made and 1 of 7 now existing – Restored in 2003, CCCA Senior – See July 2004 *The Self- Starter* – Oxblood Maroon with tan broadcloth interior – See pictures at <http://www.clcpotomacregion.org/38cadillacforsale.htm> – **Asking \$85,000** – For more info, contact Terry Wenger at 314-522-8899 or tewv16@sbcglobal.net – Car is located in St. Louis, MO

1973 Coupe DeVille – 46k miles – All original, two-owner Cadillac – Garage kept until this past year – Exterior is a 7 out of 10 and needs a little TLC – Interior is a 9 out of 10 – Power locks and windows – Working clock – Working 8 track tape player (included in sale will be around 35 8 track tapes) – Back window area needs some care; vinyl top around window is leaking – Car cover included – See pictures at <http://www.clcpotomacregion.org/73cadillacforsale.htm> – **Asking \$4,000 or best offer** – For more info, contact Frank Triploi at dinosfree@verizon.net or 301-275-3783 – Car is located in Connellsville, PA

NEW ARRIVAL 1975 Calais Hardtop – 77k miles – All original, two-owner Cadillac – Last 5 years, kept outside with cover – Interior/Exterior in very good condition – Body/panels and trim very good condition, only minor pitting on front and rear bumpers – Right quarter panel needs refinishing – Glass is show quality – Power locks and windows with working radio – See pictures at <http://www.clcpotomacregion.org/75cadillacforsale.htm> – **Asking \$7,560 or best offer** – For more info, contact Wendi Phelps at wendips@yahoo.com or 301-919-0608 – Car is located in Knoxville, MD (Washington County)

NEW ARRIVAL 1988 Brougham 5.0 L – Triple Black w/Gold package including wire wheels, cloth top and fillers in very good condition – 40,000 miles on Odometer – Ready to view – **Asking \$6,000** – For more info, contact Tommy at 703-536-0100 (day time) – Car is located in Falls Church, VA



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