



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

August 2013



DIRECTOR'S MESSAGE
BY VINCE TALIANO
PHOTOS BY JASON EDGE

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WEBSITE MANAGER
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HAMPTON ROADS REGION LIAISON
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SHOW WEEKEND COORDINATOR
SHELLEY CHADICK

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NEWSLETTER COLUMNIST
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DANIEL JOBE & CAPITOL CADILLAC

NEWSLETTER COLUMNIST
TOM MCQUEEN

HONORARY MEMBER
NEWSLETTER COLUMNIST
VERN PARKER

CENTRAL VA REGION LIAISON
NEWSLETTER COLUMNIST
CHUCK PIEL

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

Congratulations to Potomac Region members Bill Anderson and Chris Cummings for winning individual awards at the Grand National in Quincy, Massachusetts. Bill, pictured right in top photo with CLC President Lars Kneller, won the Distinguished Service Award for his contributions to the club as Director of Technical Resources, elected CLC Board of Director member and elected CLC Museum and Research Center (CLCMRC) Board of Director member.



Chris, pictured left in bottom photo with CLC President Lars Kneller, won **The Self- Starter** V-16 Author of the Year Award for his numerous contributions to the magazine. Specifically, Chris is one of the foremost experts on the history of V-12 and V-16 Cadillacs. His latest book titled **Cadillac V-16s Lost and Found: Tracing the Histories of the 1930s Classics** is scheduled for release later this year.



Congratulations to the Potomac Region for being one of the CLC Regions and Chapters that received the 2013 CLC Website Merit Award at the Grand National.

Vince Taliano





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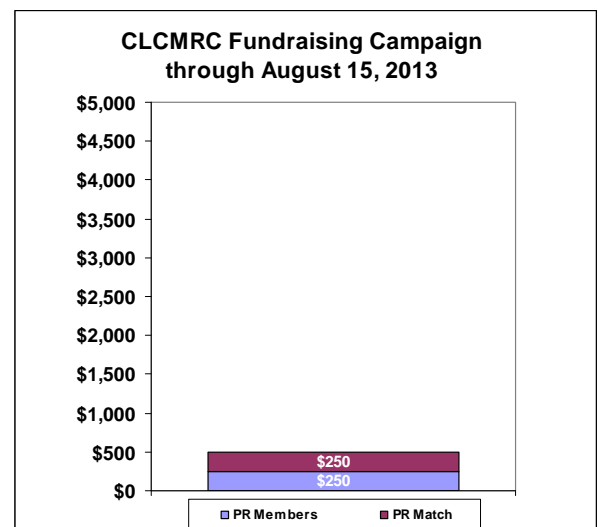


UPDATE ON THE CLC MUSEUM AND RESEARCH CENTER (CLCMRC) BUILDING CAMPAIGN STORY BY VINCE TALIANO RENDERING BY THE CLCMRC



At the Grand National, it was announced that construction for the new CLC Museum and Research Center at the Gilmore Car Museum in Hickory Corners, Michigan will commence in September, however funds are still needed. In light of the ground breaking, and the fact that over \$100K is still needed (at the time of the Grand National) in order to borrow the remaining \$250K needed to pay for the construction, the Potomac Region Officers have voted to reinstate the Region matching funds campaign. Specifically, the Region will match 100% of any Region member's contribution to the CLCMRC until a grand total of \$2,500 is matched. To track the contributions, we ask Region members to U.S. mail checks made out to the CLCMRC to Potomac Region Treasurer Harry Scott, who will then U.S. mail them to the CLCMRC along with Region contributions. That ensures that members receive the tax deduction, and we can track our progress.

To kick off the matching funds campaign, I am donating \$250, and challenge each Potomac Region member to donate a minimum of \$50 to this worthy cause. Each month, we will be publishing the challenge tracker to illustrate our progress. If you haven't contributed to date, the time to act is now! If you have any questions on the building campaign, please contact Bill Anderson, Potomac Regional Champion for the CLCMRC, at techdir@cadillaclasalleclub.org or 443-994-5455.





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2013 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Jul 31 - Aug 3 Wed-Sat		CLC Grand National Meet Hosted by the New England Region	Boston MA	http://www.nerclc.com/grandnational
Aug 3 Sat	11:00 am – 4:00 pm	The Annapolis Car Show	Annapolis MD	443-693-SHOW or http://www.theannapolisrshow.com
Aug 3 Sat	10:00 am – 3:00 pm	Rohrersville / Boonsboro Fire Stations Car Show	Rohrersville MD	Harry Wood at 301-606-0156 or Jerri D'Angelo at 301-712-6832
Aug 10 Sat	10:00 am – 3:00 pm	39th Annual Metro Chapter Buick Club All-GM Show	Montgomery College Rockville MD	Cory Correll at 240-686-0229 or corydraw@gmail.com
Aug 24 Sat	4:00 pm – 9:00 pm	CLC Potomac Region participates in the Lost in the Fifties Car Club Cruise In	Marley Station Ritchie Hwy (MD Route 2) Glen Burnie MD	Sandy Kemper at sandykemper@clcpotomacregion.org or 301-585-0897
Aug 29 - Sep 1 Fri-Sun		CLC Grand European	Noordwijkerhout Netherlands	www.cadillacclub.nl
Sep 1 Sun	10:00 am – 3:00 pm	Vern Parker's 25th Annual Invitation Antique Car Show	Spring Hill Rec Center McLean VA	www.vernparker.com
Sep 4-8 Wed-Sun	Gates open daily at 7:00 am	Fall Carlisle & Auction	Carlisle PA	717-243-7855 or www.carsatcarlisle.com
Sep 7 Sat	9:00 am – 3:00 pm	10th National Cadillac Allanté XLR Car Show	Italian Embassy Washington DC	Johnny Monzo at itsonlyluv@comcast.net
Sep 14 Sat	9:00 am – 3:00 pm	17th Annual CLC Hampton Roads Region Car Show	Suttle Motors Newport News VA	Bob Geiger at 757-253-6501 or bobnlettygeiger@aol.com
Sep 15 Sun	9:00 am – 3:00 pm	4th Annual CLC Raritan River Region Car Show	Gold Coast Cadillac Oakhurst NJ	Doug Lansing at Doug.Lansing@Verizon.net or 609-466-0687 (evenings)
Sep 15 Sun	8:00 am – 4:00 pm	21st Annual Alzheimer's Association Benefit Car & Truck Show	Motor Vehicle Administration Frederick MD	Earl Chesley at 240-446-6657 or Ed Zimmerman at 301-514-2207
Sep 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
Sep 21 Sat	10:00 am – 2:00 pm	Fallen Heroes Memorial Car, Truck & Motorcycle Show	FOP Lodge #89 Upper Marlboro MD	Paula Speiden at pdspeiden@co.pg.md.us or 301-772-4760
Sep 21 Sat	10:00 am – 3:00 pm	38th Annual Edgar Rohr Memorial Antique Car Meet	Manassas Museum Manassas VA	Nicki Hudson at 540-522-6533 or www.bullrunaaca.org
Sep 22 Sun	11:00 am – 3:00 pm	2nd Annual Stratford Hall Wine Festival Car Show	Stratford Hall Stratford VA	Jon Bachman at 804-493-1972 or jbachman@stratfordhall.org
Sep 27-29 Fri-Sun		4th Annual CLCMRC Meet and Tour	Gilmore Car Museum Hickory Corners MI	Art Riley at 269-629-5713 or art.riley@gmail.com
Sep 29 Sun	9:00 am – 3:00 pm	All-GM Show Hosted by the Royal GTOs	King Buick GMC Gaithersburg MD	Bill Sandusky at 301-570-3517 or 301-801-7519 (Day of Show)
Sep 29 Sun		CLC Valley Forge Region Annual Fall Car Show	Peddler's Village Lahaska PA	www.vfrclc.org/upcoming_events.htm
Oct 6 Sun	8:00 am – 1:00 pm	56th Annual Antique Auto Assembly	Armed Forces Retirement Home Washington DC	nicole.chappell@afrh.gov or mary.catherine.murano@afrh.gov
Oct 9-12 Wed-Sat	Gates open daily at 7:00 am	AACA National Eastern Fall Meet	Giant Center and Show Grounds Hershey PA	www.hersheyaaca.org
Oct 19 Sat	8:30 am – 3:30 pm	City of Rockville Antique and Classic Car Show	Rockville Civic Center Rockville MD	240-314-5022 or www.rockvillemd.gov/events/carshow.htm
Oct 20 Sun	8:00 am – 3:00 pm	Annual Fall Spectacular Car, Truck, & Tractor Show	Fauquier High School Warrenton VA	Chris at 571-437-3752 or fhsbandcarshow@faquierband.org
Oct 27 Sun	9:00 am – 3:00 pm	Annual Capitol Cadillac Fall Car Show: <i>Colossal Convertibles</i>	Capitol Cadillac Greenbelt MD	Dan Ruby at danruby@clcpotomacregion.org or 301-894-8026



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JULY 15, 2013 MEETING MINUTES ***BY SANDY KEMPER***

PLACE: Silver Diner, Merrifield, VA

TIME: 7:30 PM

PRESIDING: Secretary Sandy Kemper

ATTENDANCE: Chris Cummings, Jeff Gurski, Jack McClow, Tom & Sara McQueen, Dan Ruby and Harry Scott

DIRECTOR'S REMARKS: Sandy thanked everyone for attending. On July 3rd, our Region's good friend David Rothman, member and former officer of the Valley Forge Region passed away from heart failure. He was 89. David was a former member of the CLCMRC and chair of the AACA Museum's Adopt-a-Car Program. Our Region has made a \$100 donation to the AACA Museum in his honor.

SECRETARY'S REPORT: The Minutes from the June meeting were not read since they will be published and distributed to all members in the July, 2013 newsletter.

TREASURER'S REPORT: The Treasurer's Report covered the time period from the June meeting to date. The Region's income was \$ 46.08. The total expenses for the same time period were \$504.22.

MEMBERSHIP REPORT: Our current 2013 membership total is 199 members. Welcome to Francis Henderson of Bethesda, MD and Fred Kott from Ellicott City, MD. Francis is the original owner of a 1984 Cimarron. Fred is a regular at our cars shows with his 1992 Brougham. Welcome!

ACTIVITIES REPORT: The following activities were discussed:

1. Recent Events:

- **Scandinavian Classic Car Owners visit to the Washington, DC area.** The Lincoln Highway 1913-2013 Centennial Tour group from Scandinavia was in the Washington, DC area. Richard Sisson visited with them on July 3rd at their Gaithersburg, MD hotel. 39 of the cars participated in the 4th of July parade in Washington, DC, as organized by Randy Denchfield. Afterwards, they continued on to Pittsburgh, PA. To see pictures, visit <http://www.clcpotomacregion.org/2013lincolnhighwaytour.htm>.
- **9th Annual Pot-luck Summer Picnic w/Lincoln & Mercury Friends, J. Roger Bentley's House, Brinklow, MD.** It was another successful picnic. Bob Norrid, Randy Edison, Richard Sisson, Margo Sisson, Vince Taliano, Scot Minesinger, Jack McClow, Chuck and Debbie Piel, David Piel, Jeff Gurski, Mary Moscati and her friend Jane Phillips, Harry & Julia Scott, Tom & Sarah McQueen, Robert Meekins and Jerry Kirchner attended, along with Lincoln-Mercury friends. We had sunny and muggy weather, but the breeze under Roger's trees was pleasant. Great food, drink, and friends, with some beautiful Cadillacs, LaSalles, and Lincolns were enjoyed by all.
- **Lead Scene East 2013, Biglerville, PA.** Dan Ruby reported that he attended this long running show. The organizers added a dedication to the late Henry Ruby to their Wall of Fame. See: <http://www.leadsceneeast.com/Dedication.html>



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- **7th Annual CLC Inter-Regional Meet, AACA Museum, Hershey, PA.** Chuck & Debbie Piel, Randy & Susan Denchfield plus Richard Sills were there from our Region. According to Chuck, "the weather did look threatening but we never hit any bad weather until about four miles from home coming back Saturday night."
- 2. **Upcoming PR Events:**
 - **Annual Fall Car Show, Capitol Cadillac, Greenbelt, MD, Sunday, Oct 27th.** The theme for this year's show will be **Colossal Convertibles**. Our goal will be to have at least one from every decade. More details to follow.
- 3. **Other Upcoming Events:** The following events were mentioned:
 - **10th Annual VCCA Free State Region Car & Truck Show, Meadowbrook Regional Park, Lutherville MD, Sun, Jul 28th.**
 - **CLC Grand National Meet, Boston, MA, Wed-Sat, Jul 31-Aug 3rd.**
 - **Chesapeake Region AACA Summer Show at Howard County, MD Fairgrounds, Sun, Aug 4th.**
 - **39th Annual Metro Chapter Buick Club All-GM Show, Montgomery College, Rockville MD, Sat, Aug 10th.**
 - **Francis Scott Key Car Club's Annual Antique Car Show, Rose Hill Manor Park, Frederick, MD, Sun, Aug 18th.**
 - **Vern Parker's 25th Annual Invitation Antique Car Show, Spring Hill Recreation Center, McLean, VA, Sun, Sep 1st.**
 - **44th Annual AACA Sugarloaf Region's Activities Meet & Antique Car Show, Urbana Volunteer Fire Dept Grounds, Urbana, MD, Sun, Sep 8th.**
 - **38th Annual Edgar Rohr Memorial Antique Car Meet, Manassas Museum, Manassas VA, Sat, Sep 21st.**

OLD BUSINESS: With the recent announcement in *Hemmings* that the Lincoln Motor Car Foundation has broken ground for its building in the Gilmore Museum, the question was raised about the status of the CLCMRC's building campaign. No one in attendance has received a current update.

NEW BUSINESS:

- **Idea Proposed for Next Region Meeting:** Recently, both Dan and Sandy, on separate evenings, had attended the car cruise nights run by the *Lost in the Fifties* Car Club and held on Saturday evenings in Glen Burnie, MD. It was suggested that the Region should consider replacing its Sunday August 18th meeting with the Region's participation on Saturday, August 24th. The cruise nights are held at Marley Station (formerly a Mall) on Ritchie Hwy (MD Route 2), in Glen Burnie from 4:00-9:00pm. They charge \$2 per participating vehicle. There is a food vendor and portable toilets on the site.

GENERAL DISCUSSION: There was a spirited discussion about the inclusion and recognition of modified Cadillacs and LaSalle's at the CLC Grand Nationals.

NEXT MEETING: In lieu of an August meeting, members are encouraged to participate in the Saturday Aug 24th cruise night at Marley Station in Glen Burnie, MD.

ADJOURNMENT: Meeting adjourned at 8:35 PM.



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**CAR DESIGN DRIVEN BY 2,500 POST-IT NOTES
STORY AND ILLUSTRATION BY CATHY BOOTH THOMAS
AMERICAN WAY MAGAZINE
MAY 15, 2013**



It's an unseasonably cold day at General Motors Co.'s Technical Center in suburban Detroit, but Cody Hansen and I are cozy warm inside a Cadillac SRX as he runs through the electronics on the touch screen. Interface with iPod? Check. Hands-free calling? Gotta have it. Proximity sensing? Hmm, I don't have that. Haptic feedback? What's that? A GPS that knows to shut up when you and the hubby are talking? That would be handy. A GPS that knows I'm driving in my neighborhood and won't annoy me with directions until I need them? Nice. As Cody flips through functions on the eight-inch LCD screen, I realize I have car lust.

Cody's a farm kid from South Dakota who is living his dream working for GM as an "interaction designer" — an expert in human-machine interface (HMI). At the ripe old age of 29, he has two U.S. patents to his name and six pending, including several for that smarter GPS of the future.



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His team designed the Cadillac's CUE (Cadillac User Experience) infotainment system, which operates more like an iPad than a traditional dashboard. It comes to life as your hand nears it (thanks to proximity sensing), thumps reassuringly- when you press a command (haptic feedback) and remembers your favorites (not just radio stations but addresses, phone numbers and apps). You can swipe and pinch just like an iPad too. Another bonus: It recognizes your natural speaking voice; even a Valley Girl accent or a Texas twang.



To read more about the Cadillac CUE, visit <http://www.cadillac.com/cadillac-cue.html>

These systems are all the industry rage now, but what makes Cody's approach unique is how the GM team got to this point. Designing CUE took four years of customer interviews and research — using a process called “contextual inquiry” — and a room with 2,500 Post-it Notes on the wall. Starting in 2008, Cody's team rode around with 30 customers as they commuted, ran errands, worked and played. (Literally. They went on vacation trips with some people.) Webcam on his shirt, Cody recorded it all, noting the issues that frustrated or annoyed drivers. Cody's first ride was with a Boston mom who worked — well, really lived — in her car. His team made a model of what she did, step by step: getting in the car, dropping her purse in the back, starting the car, entering destination info into her GPS — even noting when she made mistakes entering addresses. It was an eye-opener.

“Wow, they had to go through that many steps just to put in an address?” Cody says. “That's crazy.” Worse (but no surprise), driving seemed secondary to all the other things people were doing in their cars: talking on cellphones, texting, -getting navigation instructions, finding radio stations, getting traffic info and adjusting devices they had plugged into the car. “You'd see all the issues people had and wonder why they weren't getting into wrecks all the time,” he says.



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Growing up in Chester (down the road from South Dakota's famous Corn Palace), Cody says he always knew he would end up at GM designing "the cool stuff" in cars: the electronics. He showed a knack with computers early on. As a kid, he would play with his dad's Compaq computer, inevitably breaking it and having to fix it. By fifth grade, he was the "computer guy." By high school, he was running a business in computer repair and discovering a passion for cars — GM cars. "One of my earliest memories is plugging into the belt buckle, and it had a GM logo on it — branded in my brain," he says, tapping his head. His first car was a GM Pontiac Sunfire compact. Its main attraction? The word Pontiac lit up at night on the deck lid of the trunk.

At Northwestern University, Cody interned for Northrop Grumman, but he had an eye on his real goal: GM. He badgered Northwestern alumni until he found one at GM who got him in the door. First, he worked on Chevy Camaros, designing the company's first audio-infotainment-control system using Bluetooth wireless technology and USB connectivity. After less than a year on the job, he was picked for the CUE team. In a basement at the Technical Center, Cody's team set up shop, covering the walls with white butcher paper. Using the customer interviews, the team created a diagram highlighting every problem area they had seen on every control panel. Each problem, in turn, was printed on a yellow Post-it Note and tacked to the wall — 250 square feet of problems on 2,500 yellow sticky notes. The Cadillac engineers would walk the walls silently, scribbling solutions on more sticky notes. By the time they finished, says Cody, they had 180 design ideas and a crazy quilt of notes in four colors. Then the fun part — the visioning — began. "We started to create a vision, designing the perfect world for a specific person in a car," he says.

This spring, design work by Cody's team started- popping up in the 2014 Chevy Impalas, Corvettes and Silverados. One of the breakthroughs was realizing that the navigation systems of the future need to be more adaptive (going silent when you are driving near home, for instance). How soon will we see that? Cody's not saying. Right now, his team is working on designs for the 2015, 2016 and 2017 cars — no doubt with more yellow Post-its.

**"CADILLAC CUE SHOULD SERVE AS A
BENCHMARK
FOR THE REST OF THE AUTOMOTIVE
INDUSTRY"
- Popular Mechanics**



**The Cadillac XTS luxury sedan with the
CUE infotainment system
Photo courtesy of Capitol Cadillac**



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THE 2013 CLC GRAND NATIONAL – FIRST TIMER'S ODYSSEY
STORY BY CHUCK PIEL
PHOTOS BY MARTINA BUTLER AND CHUCK & DEBBIE PIEL

The Grand National in Quincy, Massachusetts was an important event on our calendar. Debbie and I had never been to a Grand National (GN) and had heard great stories about Savannah, Columbus, Cherry Hill (I drove up just for the day) and St. Augustine (our grandson was born that day!). Quincy was to be our "inaugural coming out" for the national event. Our Marina Blue '67 DeVille Convertible (aka "Big Blue") has been to six (6) events this summer, the furthest being about 120 miles away, so driving the 400 miles to Boston (and back) was to be our big test.

Rather than going solo, we elected to caravan up to Quincy early Thursday (8/1) with Scot Minesinger driving his '70 DeVille Convertible. We all know that Scot is an engineering wiz, especially relating to our '67, since he completely rebuilt the climate control system and some chassis components this winter. We elected to take the DIRECT route – all the way up I-95 across the George Washington (GW) Bridge into New York.

Of course, I had our shop check out the car before the trip and had a few things tidied up. On the way home from the shop on Wednesday night, I realized that the Climate Control suddenly wasn't working. Egads!!



**The view from our '67 for the first 300 miles.
Scot Minesinger's '70 is in the lead.**

We met Scot at 6:20 AM off I-95 on Thursday morning just south of Baltimore. It was raining hard, but we hoped the rain would taper off as we headed north. Wrong! It torrentially rained all the way past the GW Bridge and into Connecticut. As we were cursing the weather while driving through Delaware, our Climate Control suddenly started working (and worked flawlessly thereafter), so we decided our luck would carry us through!

The rest of the trip up was uneventful – we arrived at the Quincy Marriott in beautiful sunshine at about 2PM and enjoyed a bite to eat in the bar. Business at the CLC registration desk was brisk, and we picked up some material on the 2014 GN in Lake George, NY.

We bumped into some additional CLC and Potomac Region friends, including Jack McClow, Harry Scott (tending his parts vending spot), Bob Norrid, Bob Crimmins, and along with Scot, had a pleasant dinner at a local Legal Seafood restaurant. Later in the week we bumped into Susan & Randy Denchfield, Sarah & Tom McQueen and Rita & George Boxley and others.



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Friday (8/2) dawned rainy – the weather had followed us up the coast. I was fortunate enough to get a last minute ticket for the Dick Shappy Collection bus trip, courtesy of Jack McClow. The bus trip to Shappy's place in Providence, RI took about 45 minutes. The first clue that we were there was when the bus pulled into the parking lot of the "**Cadillac Lounge, a Gentleman's Club**". Sure enough, Mr. Shappy also owns this club, adjoining his classic car collection/operation, which resides in an early 1900's industrial building. We were led into the shop area, where practically every square foot was taken up by cars that were in process or were fully restored. The cars we saw ranged from a 1917 Cadillac Laundry Truck (yes, original truck mounted on a 1917 Cadillac chassis when new) to an incredibly restored 1957 Eldorado Biarritz.



Longest hot rod you'll probably ever see – 2-seater built in 1948 based on 1930 V-16 chassis and engine

Dick came in and gave us a personal tour – much appreciated considering he and his crew were working overtime to get five (5) cars ready for Pebble Beach, including Doris Duke's 1938 Packard V-12 Brunn limousine. Among many interesting cars was a true V-16 hot rod, built in 1948 on a 1930 V16 chassis and engine with an attractive aluminum 2-seat body.

Dick's tour took us downstairs to his parts warehouse. "Parts" is an understatement – Shappy has the entire basement filled with 1930-33 V-16 Cadillac parts and components, including complete engines and chassis. The day before, he bought the burnt out shell of a previously beautiful 1930 V-16 Imperial Sedan, which had burned in a lightning fire in Vermont. From this hulk, which included completely warped and disarticulated front clip, fenders, and chassis with engine, Dick said he will have this car back on the road! Our hobby is graced with incredible specialists – suffice it to say Dick Shappy is "*the man*" when it comes to early generation V-16 cars and parts.



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**"Open wide" – our '67 ready for class judging.
Other cars in class are in background.**



New England Clambake

The weather broke and we enjoyed a very pleasant bus trip back up to Quincy. Now it was time to get 300 miles of rainy residue off our '67, so Debbie employed an on-site detailer to help with the cleanup. By mid-afternoon, our car was ready to go for the next day's judging and positioned on the show field, which consisted of two very large parking lots adjacent to the hotel.

Friday evening found us on one of five buses heading to our New England Clambake in Rehoboth, Massachusetts. About a dozen CLC Cadillacs also made the trip. We were seated at very long picnic-style tables, and were served steamed veggies, clams, and of course, lobster. While watching the steaming operation, we bumped into another couple who had just gotten there, and started a conversation. It was Debbie & Joe Bortz from Chicago – yes, *the* Joe Bortz of concept car and Warhoops Junkyard fame. We got Debbie & Joe seats next to us, and enjoyed some lively conversation and seafood! Joe was in town to accept a well-deserved CLC LaSalle Discovery award for his effort in finding and restoring the famous LaSalle II roadster Motorama show car. We had an interesting chat about the Lemans show cars, two of which were in our **Cadillac Dream Cars** show several years ago. Joe and Debbie were very fun and fascinating to talk with – we were very fortunate to have met them.



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Show day – Saturday (8/3), dawned cloudy again with a chance of showers. We had breakfast and headed to the car to prepare for judging, which was to commence at 10AM. Our class, 1967-70 Cadillac, had about 20 entries, so it was a long wait by the time the judges got to us. We had some brief sprinkles, but the sun came out just around noon. I must say that judges deserve a lot of credit for what must seem like a thankless job. I'm sure with many cars there is some kind of "gentlemanly" disagreement on deductions. Our crew was great, despite the fact we took exception to one of their deductions on our car for an incorrect POA valve for the AC – ours was designed for R134. (It turns out the judges were right.) The car cooperated throughout the judging, everything worked including the AC. We even had to demonstrate that the cigarette lighters in the back worked – I had never tried to use them before!



**Our personal favorite of the show –
a 1930 Cadillac 353 V-8 Roadster**

We had just enough time to go through the rest of the show field and enjoy the remainder of the 309 Cadillacs and LaSalle's represented. Many of the cars were absolutely spectacular, including a 1930 V-16 phaeton brought in by Dick Shappy. Our favorite was a gorgeous bronze-colored 1930 Cadillac 353 V-8 roadster.

We enjoyed a delicious meal at Saturday night's banquet and the presentations and awards seemed to go at a rapid pace, based on feedback I've heard on previous banquets. We were surprised and shocked when they announced that our car took a First Primary Award for our class – there were many stunning cars in our class. A full list of CLC Potomac Region winners will appear in the September issue of the ***Caddie Chronicle***.

Sunday (8/3) dawned a beautiful, bright day for the beginning of our journey home. Instead of zipping home via I-95, we laid out a more leisurely route along the Long Island and New Jersey shores. We said goodbye to some friends at breakfast and headed down I-95 to New London, Connecticut, where the Cross Sound Ferry would take us to Orient Point on Long Island.



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The trip across the Sound took about 1 hour and 20 minutes, and dropped us off on a NE spur of Long Island. We then set out for our Sunday evening destination, Montauk, Long Island, where Debbie and I had never before visited. We drove through the Hamptons and got many thumbs up from Bentley, Aston Martin and other exotic owners. (BMW folks ignored us.) Toward the end of our Sunday trip, we endured the left over effects of a very strong thunderstorm. We had a "no frills" hotel right on the ocean in Montauk. We walked around the town of Montauk and had an informal dinner.



Folks visiting with "Big Blue" while waiting for the Cross Sound Ferry

Monday (8/4) started out cool, breezy and absolutely devoid of any clouds. We took the opportunity to drive up to Montauk Point, and took some pictures of breathtaking oceanscapes. We diverted back to Montauk to Gurney's Resort, a family owned resort since 1956 on West Montauk beach. We had the fabulous breakfast buffet from a deck overlooking the ocean. Afterwards with the top down, we proceeded back down Long Island toward the Southern Parkway which goes into the Belt Line Parkway in Brooklyn. Here the top went back up, as we had some of the worst roads and scariest traffic due to construction all the way across the Verrazano Bridge into New Jersey. At times it seemed like we were in rolling traffic in restricted lanes where we had big rigs on both sides only about a foot away.



In front of the Victorian "Sand Piper Inn", the '67 Convertible is a contrast in eras

We quickly ventured over the Garden State Parkway to Rt. 36 past the Amboys in New Jersey. There we were rewarded with a 25 mile ocean drive down the coast that made up for driving thru Brooklyn!! We stayed at the Sand Piper Inn, a beautifully restored Victorian Bed and Breakfast one door off the beach in Spring Lake, New Jersey. We were astounded at how completely the north Jersey Shore had recovered from Hurricane Sandy. We did see some places that had *not* been repaired - the wrath and power of the storm was still memorialized in their wreckage. We had dinner on the ocean in Asbury Park, and then retired for our last night out. Our great luck with weather continued on Tuesday (8/5), with bright sunshine for our ride down the Jersey shore to Cape May and the Lewes Ferry.



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On the way down the shore, we took a detour through Ocean City, New Jersey, one of my favorite family haunts as a young child. Debbie and I checked out some old landmarks – the 1926 Flanders Hotel, the Grace Kelly home (owned by her father – we saw Grace there during a vacation in 1955), and the house my grandparents rented in the 1950's and 1960's – still there after all these years and storms. From "memory lane" we journeyed back onto the Garden State Parkway and made our way down to the Cape May – Lewes Ferry, where their terminals on both ends have been rebuilt in recent years. These terminals feature an indoor/outdoor bar, restaurant, and even a free putt-putt golf course. During the boat ride to Lewes, the weather turned and we departed to sprinkles on the last leg home through Delaware to Maryland. For Debbie and me, a shore trip wouldn't be complete without dinner at Annie's restaurant on Kent Island. There we celebrated a spectacular trip with our favorite crab cakes and filet mignon.



View from our dinner table at Annie's, overlooking our Marina Blue baby and the Kent Island marina

All in all, we had a spectacular trip, covering almost 1,000 miles of trouble-free driving. We spent time with our cherished Cadillac friends (and cars), and got a decent top-down sun tan in the process. We didn't use one drop of oil the whole trip – only about 70 gallons of high test!

We can't wait for the 2014 Grand National in Lake George, New York – we already made our hotel reservations.



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2013 CLC GRAND NATIONAL - "WHERE HISTORY BEGAN"

STORY BY RITA BIAL-BOXLEY

PHOTOS BY MARTINA BUTLER, JASON EDGE, RAY KOZIOL AND CHUCK & DEBBIE PIEL

The British are coming, the British are coming!! That is the usual cry that comes to mind when you hear or read about the Boston, Massachusetts area. However, this time the cry could have been the British are coming, the Australians are coming, the Canadians are coming, the Netherlanders are coming, etc. There were over 300 cars and 800 people at this Grand National from 35 states and six different countries. Personally, it was nice to see so many women involved. Thanks to all the ladies who attended.

Wednesday, July 31, 2013



Multiple generations of Caddies and LaSalles lined up to check-in at the host Quincy Marriott

As the birds were chirping in the early morning hours, we were we leaving on our trip from West River, Maryland to Quincy, Massachusetts. George had the 1992 Brougham washed, waxed, and primed for the anticipated 9-11 hour journey. It was a beautiful sunny day with just a touch of fall in the air. I felt the need to pack the jackets, just in case. The drive on I-95 is always packed like the amusement park bumper cars jockeying for position. After crossing the George Washington Bridge from New Jersey

into New York all the lanes leading north were jam-packed with congestion. Once in New York it felt as if one was in a lion's den trying to get away from all the congestion, let alone the exhaust fumes, horns blowing and flaring tempers. However, we were not deterred and continued on to our destination of the Grand National. After a brief stop at the Cracker Barrel Restaurant and nine hours later, we arrived at the Quincy Marriott. What a welcome site as we pulled up the long scenic driveway. This particular Marriott overlooks the Boston Harbor. The Cadillacs and LaSalles that were arriving readied themselves to be placed in their appropriate spaces in the morning.



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As we were checking in the hotel, we learned from our friend and fellow Potomac Region member Bryce Frey that he and his friend Patricia, who had arrived earlier, drove from Chesapeake Beach, Maryland in his 1941 Series 62 Convertible Coupe. We compared notes and found it interesting that they took different routes, thus avoiding all the heavy traffic that we encountered. Both George and I are seasoned veterans of taking long trips and driving old cars, so we particularly admired their adventuresome spirit. They took I-97 into Baltimore and then I-83 to Hershey. They continued on I-83 to Scranton, PA and then took I-84 across Northeast Pennsylvania into Newburgh, New York. From there, they drove thru Hartford, Connecticut and then onto the Massachusetts Turnpike until they finally arrived in Quincy. Asked how they felt once they arrived, Bryce said, "Exhausted and thankful we made it." After we returned home from the Grand National, I asked Bryce if I could interview him about their journey. Here is a brief excerpt.

Rita – When did you decide to attend the Grand National? Was it a joint decision by you and Patricia?

Bryce – It was last year during the first promotion of the show. Patricia stated, "Let's take the '41." I probably would not have gone if she did not go. It made for good company, two adventuresome souls. This trip fit in perfectly as my daughter lives in Boston. It would be wonderful to see her since she just got married in the spring.

Rita – Have you taken other trips to the Grand Nationals with the same car?

Bryce – No. For the Rhode Island Grand National (2001) I took my '41 4-door convertible. I like the '41s.

Rita – When did you and Patricia map out your route and other points of interest that you decided on?

Bryce – When I went through Vermont on another car club caravan in May. I loved the state and the scenery and wanted to get back to Vermont.

Rita – Once you loaded the luggage in your car and you and Patricia started out, how did the first 200 miles of your trip go?

Bryce – Went fine. We found a great place for a picnic lunch by a lake. Patricia and I are eternal romantics.

Rita – Any problems or apprehensions?

Bryce – At the I-84 NE PA rest stop, the car was spitting out muddy water. Went out to Milford, PA and a mechanic flushed it out and we were on our way again. We stayed overnight in a lodging tavern in Milford (far corner of PA before entering NY). We went out the next day to the castle estate of David Pinchot who later became governor of Pennsylvania -- marvelous place.

Rita – What time of day did you reach the Quincy, Massachusetts Marriott?

Bryce – Got lost and lost again, but made it to the hotel around 4:30pm. The interstate was jammed.

Rita – We understand that you and Patricia continued on to Vermont after the Grand National. Tell us how the car performed.

Bryce – Good, flawless.

Rita – After all these excursions you took and the places you visited along the way to Woodstock, Vermont, Burlington, Vermont, the Vermont Country Store, and the Shelburne Museum, when did you and Patricia decide to head back to Maryland?

Bryce – Friday! We clocked around 1,500 mile round trip in the '41.

Rita – Did you have any idea the car had won an award (Bryce and Patricia left before the awards ceremony)?

Bryce – No, the award was very unexpected.

Thanks, Bryce, for the interview.



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At the welcome reception and auction we renewed friendships with the many interesting people we have met over the years at this event and other Grand Nationals. A very patriotic moment occurred when a group of Bostonian musicians dressed in Revolutionary War attire (pictured left) performed music from that era. After a festive few hours, we were ready to retire to get rejuvenated for the activities scheduled over the next few days.

Thursday, August 1, 2013

Another gorgeous day graced us with plenty of sunshine. We headed down to the hotel restaurant area for a cup of coffee and a breakfast roll. There we met a few other car club members having their first cup. We chatted briefly, as we were headed off to our first excursion of the trip, which was the Salem Witch Trial Museum in Salem, Massachusetts. Once aboard the majestic tour busses that were provided, we were off. One never realizes that traffic congestion is a matter of fact no matter where a person travels. In Boston, that is true with bumper to bumper cars waiting in line to move just an inch at a time. Even the "zipper lane" as Bostonians call it (HOV in our part of the country) was moving at a snail's pace. Before long, we were at the Salem Museum in Salem, Massachusetts. We learned from the docents the true story of how the Salem Witch Trials all began. The museum showed wax figures of the actual participants. The diorama depicted the daily chores of the Puritans and their lifestyles, habits and events that led up to the allegations of the trials themselves.

In the early days of the Salem settlement, as was explained to us, it was very hard work for everyone including the youngsters who at a very early age started with tedious chores. The boys worked hard and had plenty to do, however the girls spent most of their time inside the dwellings and probably became easily bored and susceptible to the views of their parents. After listening to these views and other elders, these young girls started to imagine exactly who was a witch and who was not after going into a so-called trance. The actual accusations of witches started with a woman who came from Barbados and related her mystical folk tales which were relevant at the time. The Puritan townspeople would accuse other neighbors of witchcraft based on their political and/or religious beliefs. Thus, the cycle of trials began. The townspeople accused persons of going into a trance, speaking of foreign tongue and other acts of heresy. The Puritan townspeople interpreted this in their own way by turning in their neighbors and casting them as witches. There were a few so-called witches who spent their lives in jail never released though the truth was known they were not witches.



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By then, old age was upon them. They were free, but lived out the rest of their lives in jail. Interestingly, these young girls grew into womanhood before they recanted their false accusations. Finally, they appeared before the church elders and asked for forgiveness. For the women who were believed to be witches but were not hung, they endured the torment “crushing with stones”. Specifically, stones were piled on the chest of the suspected witch until the woman expired from the impact of the weight.

Our next excursion in Salem was to the House of the Seven Gables. We also had time for a walk around the town to view the historic buildings and other points of interest. Our friends Cheryl & Chuck Eggerts of the CCCA and Metro Region in New Jersey joined us for lunch at a fabulous little restaurant with outdoor dining. It was nice to catch up on what they have been doing. At the House of Seven Gables, we learned the historical significance of the house and how it got its name from the tour guides. Our guide informed us that several books and articles had been published since the house was built in 1792. The guide also informed us that additional gables were added after several generations of wealth within the family. The home became known as the House of Seven Gables. In the house, there are fake doors and secret passages (a very small hidden stairway). If you are claustrophobic, it would not be advisable to use. We learned that the last owner and heir to the property was a sister who never married, although she had many proposals to do so. In those days, once a woman married, and especially if she had wealth, her assets could come into question concerning matters between her and her husband. Thus, that was probably the reason she never married. There were many artifacts and the rooms were furnished with the original furniture and paintings. One of the last families to occupy the residence was that of the celebrated author, Nathaniel Hawthorne.

The day was still young and we had a great afternoon on a beautiful windy day to walk the grounds. We sat on a stone bench overlooking the breathtaking view of white caps on the blue Atlantic Ocean and imagined what it must have been like in those eras gone by. No air conditioning needed. Back on the bus, we headed back to Quincy Marriott. Traffic was again congested. A power nap was in order. Later, we went to the Irish Pub in the hotel for dinner. There we met our friends Bryce Frey and Patricia. A Celtic musician entertained us with requests from the audience. Afterwards, we sat in the lobby and talked to another club member from the Potomac Region, Jim Govoni. When we related our Salem adventure, Jim informed us that descendants of five generations of his family still reside in Salem, Massachusetts. He was thoroughly familiar with the history and folk lore of Salem. It made for a very interesting after-dinner conversation. Jim drove from Bowie, Maryland to Quincy on Thursday in his 1969 deVille Convertible in continuous rain. The trip took 11 hours. But, his Cadillac ran just fine. Glad we left on a bright and sunny Wednesday. After we finished visiting, we settled in for the night. Tomorrow, the Boston Duck Tour!



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Friday August 2, 2013

It had rained overnight and it was still drizzling Friday morning, however after a quick cup of coffee, we were off for the famous Boston Duck Tour and Quincy Market. The theme on the banners states:

“History Starts in Boston”. How true as there was quite a few historical sites to see in such a short time.

The Duck Tour is a bus/boat. Here is a brief explanation of the duck.

The duck is an amphibious vehicle especially designed for the invasion of the Normandy beaches on D-Day, June 6, 1944. It is equally at home in the water and on land. In later years, this vehicle has been

converted into a recreational vehicle

designed for tourism. It was quite an experience. The tour by land was made extremely interesting by our tour guide, Captain Groovy. He was very knowledgeable as we toured the historic buildings and upscale homes on Beacon Hill. We passed one of the residences of Secretary of State John Kerry and his wife. The beautiful white marble courthouse dedicated to Senator Edwin Brooke, who was the lead prosecutor in the Boston Strangler cases of the 1960s and later United States Senator. Touring by land and water on this vehicle was an experience in itself. Our land tour of the city came to an end as we approached a ramp leading directly into the St. Charles River.



Massachusetts State Capitol

With a few mechanical sounds, the tour bus became a tour boat. Our tour guide, Captain Groovy, became our Captain. He was equally at home with the historical residences and folk lore of the St. Charles River. The Clean Water Act changed this river from being one of the worst in the nation to the third most unpolluted waters in the country. The water adventure was exciting as most of the city sites of Boston were truly awesome to view from the St. Charles River. It was eye catching indeed. After Captain Groovy took us back to the city, we boarded the bus for a short jaunt to our next location, The Quincy Market. This market is known for its many tents and a place to “buy a bite of food” allowing customers to sample different ethnic food from vendors. Although sampling on different foods was enticing, we finally settled to eating in a restaurant. We had lunch at The Hard Rock Café. It was enjoyable and not a rushed feeling of crowds. Later in the afternoon, we met back at the bus and headed to the hotel. At the hotel, the Hospitality Suite was open for Grand National attendees to visit. If you did not go to the New England Clambake that evening, you were on your own for dinner. Friday evening was spent pleasantly and leisurely in the hotel lobby. It was nice to sit and chat with other members. Naturally, the conversation leaned towards the cars at the Grand National. After all the day and evening activities, we headed up to our room for a good night’s sleep.

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Saturday, August 3, 2013

Saturday was a day of anticipation, and the grand finale. Judges' breakfast was 7AM and judging starting about 10AM. George has usually judged at the Grand Nationals that we have attended over the years. He usually prefers the '30s and '40s but this year he was assigned the '60s and '70s. After a quick breakfast at the main restaurant, I was anxiously anticipating to meet my niece Holli and her husband Jeff. When we are in the New England area for car events, we usually try to combine our trips with renewing acquaintances and/or family reunions.

Many vendors, including Potomac Region members Harry Scott and Marc Tuwiner, were up bright and early anticipating sales for their rare and collectible Cadillac parts. Some vendors/members traveled from as far away as California and Texas. Hopefully, their long-distance travel was worth the expense and effort.



During the show, a DJ from a local radio station was playing oldies as two young women in flapper attire were selling raffle tickets. It was a touch of class and ambiance well-suited for a Grand National event.

Show car owners opened their hoods and doors nervously hoping all mechanical parts were working as they should. Observing the beautiful cars in the show field, and the hard work and expense that goes into maintaining them, Bryce indicated to me that if he did get an award for his 1941 Series 62 Convertible Coupe, would I accept it for him as he and Patricia would be departing before the banquet to head on for an extended vacation in Vermont. They weren't planning to return to the Maryland area until the following Friday.

Once the judging was over, we went to our room to prepare for the evening awards ceremony. The cocktail hour started the celebrations. After waiting in line for a cocktail, it was interesting to see people gathering around and chatting. One could only imagine what they were chatting about. Everyone looked so nice in their attire. It was sort of a dressed up occasion. The whole awards affair, including the food, was great. The ceremony finished by 10PM. Many awards were given for different classes, starting with the primary, touring and then senior. Awards were also given for Long Distance Award, the Best of Show (Pre-War and Post-War), the Hard Luck Award and other categories. The judging awards given were consistent with 1st, 2nd, and 3rd places. Most of the cars being honored were in the touring class. I was honored to accept the second place touring award for Bryce Frey's '41 Cadillac.



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Sunday, August 4, 2013

After a quick cup of coffee and a brief conversation with Paul Ayers and his wife, we loaded up the car. We decided to let our friend, Harry Scott, take the lead as we caravanned home (he has GPS). Harry took us over the Tappan Zee Bridge back into New Jersey. After crossing the Delaware Memorial Bridge, the traffic on I-95 was bumper to bumper due to a Greyhound bus hitting the back of a car. Thankfully, it appeared that no one was injured. We made it back to Maryland after 11 hours on the road. As Dorothy said in *The Wizard of Oz*, "There's no place like home!"

To see over 40 pictures from the Grand National, visit
<http://www.clcpotomacregion.org/2013grandnational.htm>



Mary Carsuo, pictured center, accepts the CLC Certificate of Commemoration of her late son, Pat Caruso, from members of the Raritan River Region. The certificate was given to Jeff Montgomery, Raritan Region Director, at the Grand National, and honors Pat's contributions to the CLC.



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CADDIE CLASSIFIEDS

Cars For Sale



1929 Cadillac 341-B Phaeton – Been sitting about 10 years since some restoration work completed by White Post Restoration – See picture at <http://www.clcpotomacregion.org/29cadillacforsale.htm> – **Asking \$80,000 obo**



1959 Series 62 Six Window Sedan – Car was originally Pinehurst Green (Code 30) but was repainted to its current dark green – Body is solid, fender skirts missing, otherwise complete – Chrome is good, not great – Only option is six-way seat which works – Dash top is pretty bad, and of course the horn ring is broken – Carpet is fair to good with original rubber floor mats – Driver's seat showing wear, headliner is discolored – See picture at <http://www.clcpotomacregion.org/59cadillacforsale2.htm> – **Asking \$7,000 obo** – For more info, contact Dave Long at 301-302-9634, 301-766 8058 or 301-582-3819 – Cars are located near Hagerstown, MD



1965 Pillared Sedan deVille – 11K original miles – Some rust – Needs restoration except for interior which is in immaculate condition – Three-owner car – Original owner was a Vice President for Baltimore Gas & Electric – Current owner has had the car for approximately 15 years – See pictures at <http://www.clcpotomacregion.org/65cadillacforsale2.htm> – **Asking \$3,500** – For more info, contact Bud Gahs at 443-695-4417 – Car is located in Nottingham, MD (northeast suburb of Baltimore)



1991 Brougham – Midnight Blue – 5.0 liters – Approximately 193K miles – Excellent running/mechanical condition – Work done over past two/three years includes brakes, front end/suspension, exhaust, replacement steering column, power windows, and more (have documentation for repairs) – Needs cosmetic attention to bring to show condition – See pictures at <http://www.clcpotomacregion.org/91cadillacforsale.htm> – **Asking \$2,150** – For more info, call Adam or Nate at 301-762-6917 – Car is located in Potomac, MD

Parts Wanted

1939 LaSalle Ash Tray – For more info, contact Jack Brownell at 202-638-6300 (office), 202-746-3070 (cell) or jbrownell@douglasdev.com

1947 Series 62 Convertible Rear Fender Spears – For more info, contact Robert Schilling at 47makeover@gmail.com



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2013 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 Car Show Coordinator	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
Harry Scott	Treasurer	703-791-3278	harryscott@clcpotomacregion.org
R. Scot Minesinger	Activities Director Newsletter Columnist	703-283-2021	rscotminesinger@clcpotomacregion.org
Debbie Taylor	Membership Director	301-228-2442	debbietaylor@clcpotomacregion.org