



Cadillac & LaSalle Club

Potomac Region

Caddie Chronicle

May 2008



DIRECTOR'S MESSAGE BY VINCE TALIANO

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NEWSLETTER EDITOR
WEBSITE MANAGER
VINCE TALIANO

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DAN RUBY

NATIONAL DIRECTOR
BILL SESSLER

SECRETARY
ASSOCIATE NEWSLETTER EDITOR
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SANDY KEMPER

CAR SHOW COORDINATORS
CENTRAL PA REGION LIAISONS
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HARRY SCOTT

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NEWSLETTER COLUMNIST
RICHARD SISSON

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CENTRAL VA REGION LIAISON
NEWSLETTER COLUMNIST
STEVEN SISSON

OTHER KEY POSITIONS:

AUTOMOBILIA AUCTIONEER
HAMPTON ROADS REGION LIAISON
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NEWSLETTER COLUMNIST
RITA BIAL-BOXLEY

SHOW WEEKEND COORDINATOR
SHELLEY CHADICK

NEWSLETTER COLUMNIST
CHRIS CUMMINGS

CAR SHOW DISPLAYING/PARKING
DERRICK FISHER

CAR SHOW DISPLAYING/PARKING
NEWSLETTER COLUMNIST
JIM GOVONI

CAR SHOW SPONSOR AND HOST
DANIEL JOBE & CAPITOL CADILLAC

NEWSLETTER COLUMNIST
TOM MCQUEEN

HONORARY MEMBER
NEWSLETTER COLUMNIST
VERN PARKER

HONORARY MEMBER
NEWSLETTER COLUMNIST
BOB RUCKMAN

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

The Weather Channel has a new show titled: *When Weather Changed History*. The show features weather's influence on events such as the Space Shuttle Challenger disaster or the World War II Battle of the Bulge. This year we could do a parody called: *When Weather Changed Car Events*. Although the car event season is only a month old, the weather has definitely kept everyone abreast of who is in charge. Whereas the Charlotte Auto Fair was pretty much a rain out, Spring Carlisle left attendees with sunburn. Whereas the Washington DC area has had many sunny 75 degree days, the Potomac Region's Spring Driving Tour had to be canceled due to rain. The indoor portion, however, took place as scheduled. Special thanks to Jack & Mildred Hardman for entertaining the members with their 1926 Wurlitzer Theater Style Pipe Organ. Fortunately, the weather held out for initial filming of **CADILLAC RECORDS** featuring Bob Crimmins' 1955 Eldorado. Bob's car was selected to represent Chuck Berry's car during that period of history. Now with our May 4th Spring Car Show / Automobilia Auction on the horizon, we are praying for a warm sunny day.

In the May, 2008 issue of *The Self-Starter*, CLC members will receive a ballot to vote for the club's next Board of Directors. On the ballot will be the Potomac Region's Bob Crimmins and Jack McClow. Although Bob lives in northern New Jersey, he has attended the last two fall car shows and won the Dealer's Choice Award at the *Eldorado Extravaganza* with his 1955 Eldorado (pictured right – courtesy of Raritan River Region website). Jack, who moved to Maryland from the Atlanta area, served as the 2007 Grand National Registrar & Treasurer (see pages 9-10). Bob and Jack both represent the best the club and the hobby have to offer. Please take a few minutes to complete the ballot and submit by the deadline.



Vince Taliano



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2008 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
May 4 Sun	9:00 am – 3:00 pm	17th Annual Capitol Cadillac Spring Car Show/ Automobilia Auction	Capitol Cadillac Greenbelt MD	Car Show: Diane & Henry Ruby at 301-894-8026, Automobilia Auction: George Boxley at 301-261-5634
May 10 Sat	8:00 am – 4:00 pm	50th Annual AACA Apple Blossom Meet	Jim Barnett Park Winchester VA	Jim Stup at 540-465-5066 or www.huskyclub.com/abmeet.htm
May 10 Sat	9:00 am – 3:00 pm	CLC Raritan River Region Car Show	Royal Cadillac-Hummer Florham Park NJ	Bernie Cooney at 732-563-2755 or dunbar53@optonline.net
May 10 Sat		122nd City of Hyattsville Parade and Festival	Hyattsville MD	301-985-5020 or ceverhart@hyattsville.org
May 15-17 Thu-Sat		AACA Eastern Spring Meet Hosted by Queen City Region	Flintstone MD	Don Reid at 301-729-1653 or local.aaca.org/queencity/
May 17 Sat	10:00 am – 4:00 pm	CLC Valley Forge Region Car Show	Delaware Cadillac Wilmington DE	866-712-1988 or www.delawarecadillac.com
May 17 Sat	10:00 am – 3:00 pm	City of Fairfax Antique Car Show	City Hall Fairfax VA	www.nvrg.org
May 18 Sun	9:00 am – 4:00 pm	Wheels at the Ridge	Oregon Ridge Hunt Valley MD	www.wheelsattheridge.com
May 19 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
May 31 Sun	10:00 am – 3:00 pm	Orphans in Alexandria	The Lyceum Alexandria VA	Jim Mackay at jim.mackay@alexandriava.gov
Jun 1-6 Sun-Fri		CLC National Driving Tour Hosted by Northern California Region	Sierra Nevada Mountains California	www.clcnorcal.com
Jun 7 Sat	9:00 am – 3:00 pm	CLC Central PA Region's 19th Annual Spring-Summer Show	Kelly Cadillac Lancaster PA	Art Archambeault at 717-671-8768 or jandainpa2002@yahoo.com
Jun 8 Sun	9:00 am – 3:00 pm	34th Annual VCCA All-GM Show (1915-1983)	Community College Catonsville MD	Bill at 410-527-0953 or grand1917@comcast.net
Jun 14 Sat	10:00 am – 4:00 pm	CLC Valley Forge Region Inaugural Dealer Show	Armen Cadillac-Hummer Norristown PA	484-751-9178 or www.armencadillac.com
Jun 15 Sun	10:00 am – 3:30 pm	35th Annual Sully Plantation Father's Day Car Show	Sully Plantation Chantilly VA	Bill Benedict at 703-430-2441 or www.fairfaxcounty.gov/parks/sully/
Jun 20-22 Fri – Sun	Opens at 7am	All-GM Carlisle	Carlisle PA	717-243-7855 or www.carsatcarlisle.com
Jul 12 Sat		CLC Inter-Regional Meet Sponsored by Central PA Region and Upper Susquehanna Region	AACA Museum Hershey PA	Art Archambeault at 717-671-8768 or jandainpa2002@yahoo.com
Jul 19 Sat	9:00 am – 3:00 pm	2008 Dover Air Force Base Aviation Museum Car Show	Dover Air Force Base Dover DE	"E.Z." Artie at 302-653-8330 or Rich Selg at rsludge47@aol.com
Jul 20 Sun	10:00 am – 3:00 pm	VCCA All Makes & Customs Car Show (1915-1998)	Meadowbrook Park Baltimore MD	Bill at 410-527-0953 or grand1917@comcast.net
Aug 3 Sun	1:00 pm – 4:00 pm	4th Annual Picnic with Lincoln Mercury friends	J. Roger Bentley's Home Brinklow MD	Steven Sisson at 703-724-7652 or sissonse01@cs.com
Aug 9 Sat	10:00 am – 3:00 pm	34th Annual Metro Chapter Buick Club All-GM Show: Celebrating 100 Years of GM	Montgomery College Rockville MD	Cory Correll at 240-686-0229 or corydraw@starpower.net
Aug 12-16 Tue-Sat		CLC Grand National Meet Hosted by Valley Forge Region	Cherry Hill NJ	www.vfrclc.org/GN08.htm
Sep 20 Sat	8:00 am – 3:00 pm	33rd Annual Edgar Rohr Memorial Antique Car Meet	Manassas Museum Manassas VA	Bill Sessler at 703-361-5491 or billseessler@clcpotomacregion.org
Oct 8-11 Wed-Sat	Opens at 7am	AACA National Eastern Fall Meet	Giant Center Hershey PA	http://local.aaca.org/hershey
Oct 18 Sat	8:00 am – 4:00 pm	City of Rockville Antique and Classic Car Show	Rockville Civic Center Rockville MD	240-314-5022 or www.rockvillemd.gov/events/carshow.htm



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2008 CADILLAC GRAND EUROPEAN STORY AND PHOTO BY DIRK VAN DORST

To promote the 2008 Cadillac Grand European (scheduled for May 22-25 in Speyer, Germany), the Classic Cadillac Club Deutschland presented a "pink" promotion stand at the big indoor classic car show in Essen, Germany.

The stand was decorated with pink carpet, walls and Caddies, and included people dressed in pink drinking pink champagne. Grand European registrations are coming in every day -- 200 people are expected (representing nine countries so far!).

For more information, contact Wilhelm Doering at 49-221-3703-221 or Wilhelm_Doering@yahoo.de or Sigrid Hofmann at 49-6152-910935 or Hofmann_Family@t-online.de. Or visit www.cadillacclasalleclub.org/2008events.shtml where you can download an event flyer, registration flyer and sample meet poster.



"And have a party in your PINK CADILLAC"

***Pink Cadillac*
Bruce Springsteen
1984**



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APRIL 21, 2008 MEETING MINUTES **BY SANDY KEMPER**

PLACE: Capitol Cadillac, Greenbelt, Maryland

TIME: 7:30 PM

PRESIDING: Director Vince Taliano

ATTENDANCE: Byron Alsop, George Boxley, Chris Cummings, Shelley Chadick, Randy Denchfield, Alex Figueroa, Derrick Fisher, Jim George, Carl Glaser, Jim Govoni, Jeff Gurski, Daniel Jobe, Sandy Kemper, Jack McClow, Tom McQueen, R. Scot Minesinger, Mary Moscati, Diane & Henry Ruby, Harry Scott, Richard Sills, Richard Sisson and Steven Sisson

DIRECTOR'S REMARKS: Vince thanked Daniel Jobe for hosting the meeting and he thanked everyone for attending.

RECOGNITION: Vince offered congratulations to Byron Alsop. His car was the subject of the lead feature article of the April, 2008 issue of *The Self-Starter*.

SECRETARY'S REPORT: The Minutes from the March meeting were not read since they had been published and distributed to all members in the April, 2008 newsletter.

TREASURER'S REPORT: The Treasurer's Report covered the time period from the March meeting to date. Harry Scott reported that the Region's income was \$380.26, mostly from Car Show registrations. The total expenses for the same time period were \$1,272.46. Most of the month's expenses were related to the Car Show, the Spring Driving Tour, along with postage and printing. The checking account balance as of the meeting was \$2,038.82 and the Certificate of Deposit principal was \$5,569.37

MEMBERSHIP REPORT: Richard Sisson reported that the 2008 membership is up to 203. Our newest members are **Harry Goins of Alexandria VA** and **Lee Fatell of Elkridge MD**. Harry, who has attended several of our car shows, owns a beautiful low-mileage 1976 Eldorado Convertible. Lee, a long-standing CLC member, is a LaSalle owner and enthusiast.

ACTIVITIES REPORT:

1. Upcoming PR events:

- **17th Annual Capitol Cadillac Spring Car Show/Automobilia Auction, Sun, May 4th:** Vince circulated a sign-up sheet for club members to work the many jobs necessary to hold a successful show. The dash plaques have been ordered, the DJ has been booked and Henry and Diane have made arrangements to provide coffee and pastries. George Boxley has received several calls about the auction. There have been nearly thirty (30) pre-registrations. Everyone is hoping for good weather and a good turnout.
- **Fall Car Show:** The Washington Redskins schedule has been announced and on Sunday, October 26, the team plays out-of-town. At this point, this will likely be the date for the Fall Show. Also, there was discussion about the theme for this show.



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The Region gave its unanimous support to Daniel Jobe in his efforts to obtain some special cars from Cadillac. The theme will be built around these special automobiles.

2. Other upcoming events:

- **All-GM Show, Catonsville Community College, Sun, June 8th.** Vince announced that the Region will be a sponsor for this event again this year. It's always an opportunity for us to hold a Region supported event in the greater Baltimore area.

A flyer was distributed for a "Fun Fall Day & Antique Car Show" to be held in Thurmont, MD on October 11, 2008.

Richard Sills mentioned several events that the CLC Central PA Region expects to hold later this year.

OLD BUSINESS:

- 1. Spring Driving Tour:** Inclement weather forced postponement of the driving portion of the Tour and the VIP Private Tasting at the Tarara Winery that were scheduled to be held yesterday. Steven described how he contacted the Tour registrants and directed them to the indoor part of the Tour – the home of Jack & Mildred Hardman in Great Falls VA. At the Hardman's, tour goers were treated to a concert featuring a restored and operating 1926 Wurlitzer theater style pipe organ. Many thanks to Steven for organizing this event and to Tom McQueen for providing refreshments.
- 2. 2009 National Driving Tour:** Sandy reported that Shelley Chadick, Harry Scott and he met with the representative from the probable host hotel on April 10th to tour the facility and discuss banquet options. We expect to request a contract from this hotel within the next few days. Also, Steven and Sandy met last week to review our progress on the Tour and prioritize the tasks ahead. Several members offered helpful suggestions about some of these many tasks.
- 3. 2008 Grand National (GN):** No one in our Region was able to attend the last meeting held on April 8th. The next GN Planning meeting will be held on May 13th. Joe Pipkin, Towson MD, attended the GN Judging Seminar in New Jersey.

NEW BUSINESS: Richard Sills related a recent seminar held by the CLC Museum & Research Center Board of Directors (BOD). There has been some division among the BOD about where the Museum should be located. This seminar was conducted by a facilitator to try to ameliorate the situation.

GENERAL DISCUSSION: A new museum, "America on Wheels," has opened in Allentown PA. Richard Sills and Shelley Chadick attended its opening ceremony and described its unique features.

NEXT MEETING: Monday, May 19, 2008 at the Silver Diner, Merrifield, Virginia

ADJOURNMENT: Meeting adjourned at 8:55 PM.



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2008 POTOMAC REGION SPRING DRIVING TOUR STORY AND PHOTO BY STEVEN SISSON

Whatever they say about the plans of mice and men going haywire came to be reality on April 20, 2008, the day of the Potomac Region's Annual Spring Driving Tour. The odds of it going as planned looked doubtful on Friday evening with the evening news saying rain was expected Saturday evening and into Sunday morning and afternoon. The Saturday evening weather news was more ominous with the report that heavy rainfall and thunder storms were expected for Sunday. For once the weather forecasters were correct.



It was raining hard Sunday morning and the Weather Channel said 100% chance of rain for the day. As a result, we decided to cancel the first part of the tour to Tarara Winery in Leesburg, VA, but continue with the second part, which was to visit Jack and Mildred Hardman's home in Great Falls, VA and where they have a restored and fully automated 1926 Pipe Organ that plays a rich array of stored songs. Calls were made first thing in the morning to the 25 or so people who had signed up for the tour informing them about the change. We trust no one showed up at the starting point in Chantilly, VA only to find no one there. I have not heard otherwise. I called the winery and told them we were canceling due to weather conditions and we were told we could reschedule anytime. I then called Jack Hardman and told him we would be there in the afternoon as scheduled. Actually, there were 13 people at the Hardman's home, about half who had signed up for the full driving tour. A good number of the visitors came from far away different parts of Maryland and Virginia. Some of the intrepid attendees besides me and Margo were Tom McQueen, Jack McClow & Bob Norrid, Richard & Jan Sisson, Harry & Julia Scott, Gary Bacon & guest, Chuck O'Bryan & guest.

All of us were well rewarded for going out on a dark rainy Sunday afternoon. We were warmly greeted by our host Jack, and Tom McQueen who provided some very nice casual foods and drink. Most of us visited the food display first before settling in for the entertainment, the tremendous sounds from the pipe organ. We were also treated to the great sounds emitting from a windup music box on wheels and a large street organ from Holland, and even a nickelodeon. Jack told us about his great collection of music. Then he had the computer select some well known songs and some recently recorded songs to play on the organ. Everyone went to the far wall of the specially constructed music barn to see the working parts of the huge pipe organ behind the walls. There were a few bottles of wine on hand, which after being consumed by some led to swaying back and forth and even some dancing. It was clear that everyone was enjoying themselves.



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Jack Hardman (seated to the right of the organ) entertained the tour participants by playing an array of songs on his 1926 organ

We actually stayed longer than planned because everyone was having a good time and didn't seem to be in any hurry to go home. Another treat for all of us was Jack and Mildred's home. It is a very nice extra large story and a half type home that has had a number of additions made over the years. A large kitchen, family room and eating area were added to the back, and a long addition was added to the left side to house a lap pool. The hallway going past the pool room connects with the large barn like structure built to house the pipe organ and the other musical machines. The hallway, as well as the family room and living room contain many valuable collectibles. Many walls display posters from all over the world. One display case is full of small die-cast vehicles. The Hardman home could be a destination in itself. There is much to see there. We eventually cleaned up, said our thanks and goodbyes, and signed up for email notices of future organ concerts at the Hardman home. Then it was out to the modern cars and rides home in the dreary afternoon. The real plus here is that although we lost a lot in the earlier part of the day, we got a lot back in the later part.



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CADILLAC RECORDS
STORY BY BOB CRIMMINS
PHOTO BY GEORGE MASLOW

On a cloudy Tuesday, April 8, 2008, fellow CLC member George Maslow and I drove up to the lovely PLEASANTDALE CHATEAU in West Orange, New Jersey for a fun day of excitement.

We were able to see the behind the scene's goings on of shooting a movie, in this case one called **CADILLAC RECORDS**, written and directed by Darnell Martin. The film is a period piece that chronicles the rise and fall of the influential R&B record label Chess Records.



Getting ready for the shoot!

My 1955 Eldorado was being used as the **Chuck Berry car** (played by Def Mos) and takes place in the mid fifties in Illinois. By the time they started to get ready for the shoot (see photo above), the sun came out and it turned out to be a perfect day for a **Cadillac** to make her close up (as Gloria Swanson said to Mr. DeMille in the famous movie **Sunset Boulevard**).

CADILLAC RECORDS will also feature Academy Award winner Adrien Brody as Leonard Chess, Beyoncé Knowles as Etta James and Cedric the Entertainer as Willie Dixon, among others.

Stay tuned for more on the filming!

Visit us on the web!
www.clcpotomacregion.org



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**MEET JACK MCCLOW: CLC BOARD OF DIRECTORS CANDIDATE
STORY AND PHOTOS BY VINCE TALIANO**



**L to R: Emerson Duke, Bob Norrid and Jack McClow
overseeing registration at the 2007 Grand National
in Savannah GA**

Included with the May issue of *The Self-Starter* is the **NOTICE OF ELECTION** for the Cadillac & LaSalle Club Board of Directors. On the ballot is the Potomac Region's own **Jack McClow**. I would like to take this opportunity to tell you about Jack and why I think he would be a great asset to the Board.

Jack joined the CLC in 1998 while living in Georgia and has been actively involved ever since. He has served as past Treasurer, Webmaster and National Director for the Peach State Region.

In 2007, his involvement with the Peach State Region reached new heights as Registrar & Treasurer for the CLC Grand National held in Savannah, Georgia. In this capacity, Jack truly demonstrated his dedication to the club and its members by working long and hard from March (first registration arrived on March 7th) thru August registering attendees; providing email or US mail confirmations; fielding phone calls and/or emails requiring information; and accommodating requests for changes before and during the event. Jack's dedication and passion for the club played a major part in the overall success of the event.



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In addition to his work with the Peach State Region, Jack has chaired the CLC Newsletter Awards Committee since 2004.

In 2005, he moved to the Washington, D.C. area and brought his devotion to the club and hobby to the Potomac Region, while maintaining his officer positions for the Peach State Region until just recently. He was actively involved with the ***Legacy of LaSalle*** show and is currently utilizing his experience with the 2007 Grand National to assist with the planning of our Region's 2009 CLC National Driving Tour.



Jack McClow, sporting his Grand National t-shirt, and Tom McQueen with Jack's 1957 Series 62 Convertible at the 2007 All-GM Show in Rockville MD

Jack, a Michigan native and a lifelong Cadillac enthusiast, works as the Comptroller for a hotel in downtown Washington, D.C. He currently owns three Cadillacs, a 1979 Coupe deVille, a 1975 Fleetwood Talisman, and a 1957 Series 62 convertible that was his first Cadillac, purchased in 1970 at age 17. He attends numerous CLC events including those sponsored by neighboring regions, and is an annual fixture in the CLC tent at Hershey.

I ask that you support Jack in his run for the CLC Board of Directors. He is undoubtedly a worthy candidate who will serve the Region, the CLC and the hobby, in general, to the best of his ability.

Please follow the instructions on the ballot to ensure that it is completed correctly and mailed on-time.



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ARTIST DAN REED
STORY AND PHOTOS BY DAN REED

I have been a member of the Cadillac & LaSalle Club for about 12 years and a Potomac Region member for the past six. Most of you may also be familiar with my automotive artwork. I have been working full time as an artist since the summer of 2005, but actually began taking commissions on a professional basis while still attending college in the early 1990s. I started out doing mostly architectural renderings, an endeavor which began when West Chester University commissioned a series of pen & ink renderings of a handful of historic buildings on campus. This led to a part time job at a local advertising agency creating full color renderings of new homes for real estate brochures. As my talents as an illustrator were honed, I began applying the techniques to my true passion, automobiles. Almost overnight the commissions went from the architectural theme to classic automobiles.



By this time, my fiancée Heather and I were planning on getting married and full time work with steady pay was essential. In March of 1994, I started working for a large Southeastern Pennsylvania based manufacturing company, but art was never out of the picture with automotive artwork continuing at night and on weekends. By 1995, I had worked my way from the plant floor into the company's product evaluation department, the "test Lab". Now that I was making a good living as a Senior Testing Technician, Heather was now able to devote full time to her studies at becoming a Veterinarian - a long hard road!

Fast forward nearly twelve years to May 2005 and Heather has finally achieved her degree in veterinary medicine and we were looking to relocate from the Philadelphia suburbs. In the spring of 2005, we settled in northern Berks County Pennsylvania. At this time, I made the transition from testing technician to full time artist, a goal I began working toward starting in 2000. It's now been three years since his transition into full time artist and the workload is busier than ever and the backlog of commissions continues to grow.

Many Cadillac & LaSalle club members spanning from Washington, D.C. to New York are familiar with the light blue 1956 Cadillac loaded with artwork showing up at automotive events. This August, I will have the opportunity to meet many more Cadillac & LaSalle club members from across the country arriving in Cherry Hill, New Jersey for the Grand National. I will be on-site personally autographing the poster that I created to commemorate this year's Grand National marking the 50th Anniversary of the CLC. Prints of the poster will be on sale at the event and the original artwork will then be auctioned at the Saturday night banquet.



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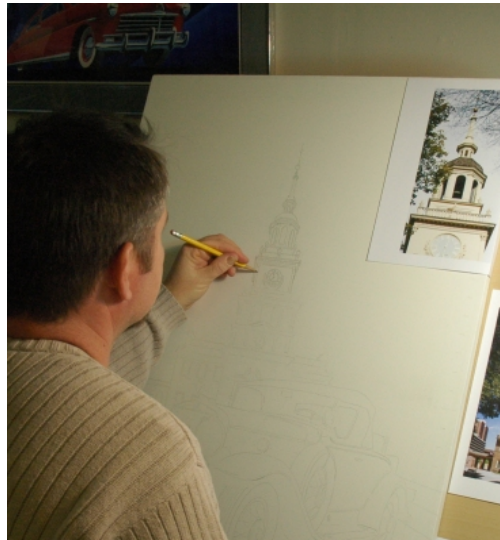


The poster depicts a majestic 1931 Cadillac V-12 on the grounds of historic Independence Hall in Philadelphia, Pennsylvania.

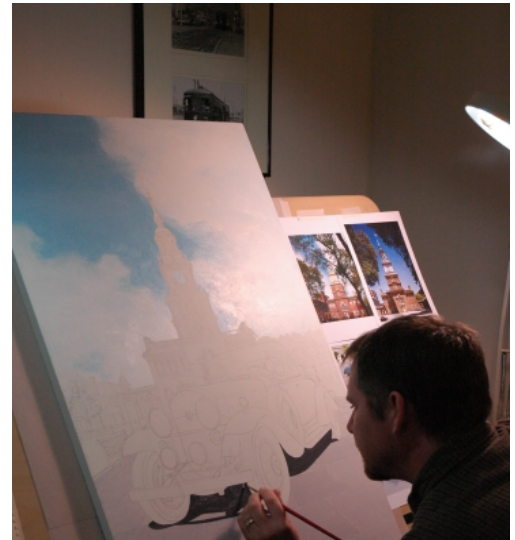
The original artwork is acrylic on canvas measuring 24" x 36". The beginning stages of the painting featured the drawing of Independence Hall's steeple based on a close up picture, as well as rendering the building and car in complete detail.

After the outline was completed, the sky was added. It was painted in a mix of Cerulean Blue, Brilliant Blue and Titanium White. A mix of Raw Umber and Titanium White was applied to the ground of the courtyard. At this stage, I detailed the car's shadow using a mix of Indanthrene Blue and Raw Umber.

Using a #4 fan brush, I roughed in the large trees in the Independence Hall courtyard. I loaded the brush heavily with Permanent Sap Green and little Raw Umber in the darker areas. If you visit Independence Hall in summer it would be hard to see the clock tower at this vantage point because the trees are actually much more intrusive. After finishing the building's details and painting its exterior, Independence Hall is pretty recognizable. The large slate tiles in the courtyard have been painted. I highlighted the color differences in the slate tiles to add a bit more interest. Now the real fun began - painting the 1931 Cadillac.



Beginning stages outlining the building's steeple



Adding sky color and the car's shadow



Finishing building details and painting its exterior



Painting the 1931 Cadillac



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I started by painting the fenders using a mix of almost equal amounts of Cobalt Green and Payne's Gray. The top of the fenders reflect the sky, so there is Cerulean Blue and Titanium White blended in there as well. As you can see, the wire wheels were completed also. An entire day was spent just on the details of those wire wheels - including the tires.

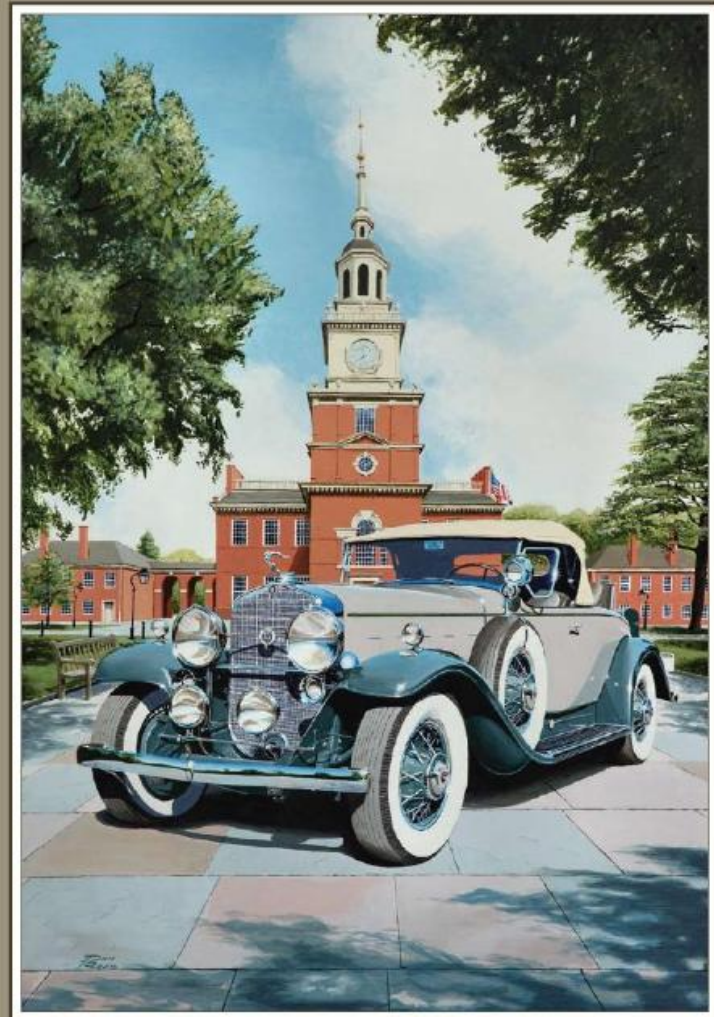
The body of the car was painted using a mix of Raw Umber, Davy's Gray, Titanium White and just a smidge of Burnt Sienna. Some of the sky (Cerulean Blue) is reflecting into the top of the hood.

After completing the painting, the final stage was building the frame. A floater frame was built for this painting using 1" x 2" molding from Lowes. The inside of the frame was painted Flat Black and the outside was stained using Minwax's "Early American" stain.

Here is the final product.

To see more artwork, visit www.danreedillustration.com.

THE GOLDEN JUBILEE OF THE CADILLAC & LASALLE CLUB
1958 - 2008



GRAND NATIONAL

AUGUST 12 - 16, 2008 • CHERRY HILL, NEW JERSEY
HOSTED BY THE VALLEY FORGE REGION



[Editorial Note: Special thanks to Dan for providing insight into the creation of this extraordinary poster. As Dan stated, prints will be available for sale at the Grand National and he will be on-hand to personally sign each one. The original artwork will be auctioned at the Saturday Night banquet.]

Visit us on the web!
www.clcpotomacregion.org



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BETTE PART V: THE RESTORATION CONTINUES

STORY AND PHOTOS BY JIM GOVONI

ORIGINALLY PUBLISHED IN MAY 2007

[Editorial Note - Parts I and II chronicled Jim's interest, pursuit and purchase of a 1953 Series 62 sedan. Part III covered "Bette" being dropped off at one restoration facility. Part IV covered "Bette's" time at the first restoration facility and the decision to take her to a second restoration facility.]

So, it's July 7, 2007 and Bette is on its way to the new restoration shop. My barber had him paint one of his many hot rods, so that's how I met the new shop's owner. I had him ride to the old shop long before we pulled the car out. I wanted to make sure he knew what he would be getting into before I moved the car. He couldn't take the car for a couple of months so the car was transported to my home where it sat waiting. I have been running and starting the car, as well as doing little clean-up jobs while waiting. One of the disasters we found while trying to take Bette off the flat bed and into the garage at my home in Bowie was that she wouldn't roll down the bed. Pretty odd since you can tip those flat beds about 30 or more degrees. After much pushing and pulling later she was in.

I asked my mechanic to come and take a look at why Bette won't roll unless forced. First things first, we checked the parking brake thinking it might be stuck after sitting, perhaps in the "on," position, at the old shop. Keep in mind that this car has a totally new or rebuilt braking system, including a miracle part from Uncle Henry. Many of you might know that the only way to check the master cylinder on a 1950-53 Cadillac is to climb under the left front fender just behind the wheel. The master cylinder is just back from that, in line with the brake pedal mechanism. You have to tap the set cuts in the top screw and pull it off by lifting up, after it unscrews. Then, using a finger, determine if you need to add fluid. The miracle part is to add the 1954 GM fix of adding a reservoir to the top of the set top and running the tubing up the firewall to an additional reservoir. Works like a charm.

But anyway, we needed to see why the car wouldn't roll. The parking brake and cable checked out fine. Wheel by wheel we found leaking brand new wheel cylinders and tightened them up at the fitting. We adjusted all the brakes, or attempted to, only to find each wheel impossible to move by hand. So, now we had to undo all the brakes individually and to check each wheel bearing, also new, by the way. My mechanic, Ron, found that each front wheel bearing had been so over tightened that they would have burned up in less than fifty miles. He corrected and checked all of the wheels, replaced all of the shoes, fittings, grease, drums, and adjusted the brakes, per the manual. Bingo, the wheels turned without a glitch. But then we found out that because I had replaced all brake lines and parts, I had had the old restoration shop use silicone fluid. Unlike DOT 3 or 4, silicone fluid is much thicker or dense in its viscosity. So, not thinking, the previous shop had only bled each line one time. With dense fluid like silicone, it takes 3-4 times per wheel and 4-5 times for the system from the master cylinder to get the pedal to not feel like a sponge. Driving a 5300 + pound car with a spongy brake pedal is quite a thrill!



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Fixing the brakes

This, and many other things, gives you an idea what you have to check and re-check over and over when people work on your car in restoration. Truth is, often they jump around the shop from car to car and may forget where things go, where they are and what goes back next.

So I put all the wheels back on the car in anticipation of her going off to where the new shop was. The shop owner arrived with his trailer to take Bette to his shop. I knew she would roll so he positioned his closed trailer at the bottom of the hill of my street.

"How do you want to do this?" I said. "I want you to drive the car right in there," He replied. Oh yeah, now that was a novel approach. Keep in mind a few things: I hadn't driven the car in over two years; the last time I drove the car it had seats, not a milk crate to sit on; the brakes had been working fine, and I drove on a wide street without walls like a closed trailer.

But, what the hey? I started the car and moved forward out of the garage down the driveway. If you ever get an opportunity to drive your car with the headliner unattached, apply some tape to the top. It's very hard to see when the headliner and insulation flip down from the wind because you have no windshield. Holding the headliner up with my left hand, steering with my right, I went down the hill toward the trailer. I got about twenty feet away and tried the brakes. Very firm. High pedal. Lucky thing we got those fixed! Nearing the ramp I realized that the car would clear with only about 6 inches on each side. I wondered how I was going to get the door open enough to get out of the car. Forget it, I wasn't. I pulled the car in slowly. She did just fine, even though I had to crane my neck to see because the milk crates were too low. Somebody should make a taller milk crate, I think. I had to wait for the shop owner to adjust the holding chains a few times. I moved Bette back and forth to tighten the chains. Finally he told me to let her roll back. Then he pulled the "come-along" and secured the rear chains. Now it was time for me to get off the milk crate and get out. Oh sure, easy for you to say. Although, with no back seat, I just swung around and slid up and out the rear window opening. I helped close the doors, wrote a check for three thousand dollars and sent Bette on her way.



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I went over to the new shop about a week later. More bad news I'm afraid. As I mentioned in my previous article, the old shop had let the car roll into something which damaged the right rear fender. Well, it was much worse than expected. With the fender re-attached to the car it was easy to see that the fender was actually buckled in the center. That car did a lot more than roll into something. It had to be a driven hit. There had to have been enough force to bend the entire fender down, therefore pushing the center out to compensate. The repair the old shop made to the fin was just a "bondo" over. When the new shop pushed the fender back in alignment, it forced the bondo around the fin under the taillight opening to crack on the diagonal. With little force we pulled the bondo. It fell off and revealed the old unrepaired crack from the impact. Honest people, eh? You could even see the undisturbed guide coat still on the primer under the repair. What a mess! So, that had to be repaired, at more cost. Then the fender had to be stripped of the old primer so it could take new primer.

With the fender done, the car was ready for a total assessment of what it would take to finish the car. Primarily it had to be determined whether or not the existing primer would bond to the paint that the new shop would use. All in all, you don't want to find out after the fact that the paint coat under the clear coat is starting to fail. (Think GM in the late 80's, early 90's.) Cloudy paint under a peeling clear coat on a car less than three years old - not at this price, I wasn't. To make a long story a bit shorter, it was determined to be too risky to try and paint the car over the primer from the old shop. Damn, that was bad news and expensive too! So the car was block sanded enough to get a new primer coat applied. Then, more sanding was needed to get the coat absolutely even. Overall the car has two coats of different primer, three coats of color, and three coats of clear. She has been wet sanded twice between the clear coats.

Later I get the call, or I should say, another one of "those" calls: "Gee, Jim," says the shop owner. "I really think we should paint the dash. We just finished painting the door and window frames and they look real nice. I mean REAL nice." "So," says I. "Can't you just try and paint it in the car?" "No, we have to pull it. My new guy here, Ed [not his real name], has all the experience we need to get it done." I said. "Do you think we will have any trouble with any wires or connections?" "No, Ed has done it before." I said. "Let me sleep on it."



Painted but...



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I started ruminating about it. I was always worried about how the dash might look with all the other interior parts painted. Also, it's a pretty simple dash. There aren't too many things to re-connect. I talked it over with Jeffrey, who gave me that "have you bumped your head look." But I replied that I really thought it would look left off and that I might regret it if I didn't do it. He felt that made sense.



Restored color door inserts

The next day, I stopped by unannounced to the shop. I had only met Ed once and liked him. He's a young guy but with lots of experience. He had a real feel for exacting paint work. He could look at something and explain it in simple terms why it would or wouldn't work. "Let me show you something," Ed said. He took me inside the paint booth. Hanging up inside were all of my two color door inserts. What a masterpiece. They looked incredible. The shop had a hard time getting the exact paint from DuPont. Even though they made the paint in the 50's, DuPont didn't follow that formula any longer. Instead, it had to be custom blended by Sikens-Cetol.

Let me tell you, if you have a lot of money you don't need or want, buy that paint. They manufacture boat paints, primarily, so you know the audience. The two colors for the doors and dash made up almost one third of the actual cost for the liquid paint.

"Do you think you can do the dash?" "No problem," Ed replied. Then he described, in great detail, all of the care and time he would take placing all of the parts in containers as he took them off; how the dash was actually only in a few pieces (which it is) and how he would paint them, just as he had the door frames. To explain further, in 1953 each Cadillac model had a different two color application inside the car. It looks like a band around the inside of the car. The top of the band is darker and the middle band is much lighter. On the bottom the band is the same as the top. The dash follows that same theme: dark top, middle light, dark bottom. Overall it's a great look for a mid fifties car.



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By the way, the 60 Special and the Eldorado models were different. The 60 Special used an appliqué called Die-NOK. It looks like a swirl pattern and was applied to the middle or lighter portion. The Eldorado used pressed stainless and covered leather tuck and roll top on the dash. Well, at least I didn't have those to deal with.

A few days later I stopped by to see how the dash painting was coming along. I found the car in the usual spot in the shop, but many other cars and parts had been shifted around the shop. It can get pretty overwhelming when you see your car with bumpers on the ground, grills half assembled, window glass in the trunk of someone else's car, etc. I saw Ed at the end of the shop working on the fender of another car. When he saw me he busted out in a big grin. "Come over here," he said eagerly. Following him I saw the dash up on supports on the other side of the shop from the car. It was painted. I couldn't believe my eyes; it looked as if it just came from the factory. Not a blemish, run, dirt speck, nothing. No wonder he had that grin. I was so appreciative. He explained how he had triple coated it and then doubled the clear, wet sanding in-between. The inserts for the clock, heater/defroster switches were lying there waiting to be attached. Those parts can go in before the dash is inserted. Other parts, like the speedometer and the underside plate of the steering column, have to wait for the dash to be installed.

We talked about a time line. He said he wanted to get the majority of the parts in that week. He had just painted the "Autronic Eye" and it was still in the booth. I always thought it was plastic. Not so, it's metal. It came out great too. In the mean time, the shop owner was wet sanding and buffing out the door and fender panels.

A short time later, I got a bill from the shop and, as was my usual routine, I stopped in the shop to pay it. As soon as I walked in the door, I could just sense something was very wrong. The dash still stood on the stands and parts lay in the car on the floor. Some trim had been attached and the window channels were started. I asked about Ed and the shop owner's face turned red. I'll leave out the stream of expletives and character assassinations that flowed out of his mouth. However, in his explanation, it seems that he and Ed had gotten into it when Ed had been approached and had decided to leave to work in another shop. Needless to say, I was pretty worried. Ed had been the anchor, as far as the dash work and reinstallation went. Now what?

Well, over the next couple of weeks, things started to deteriorate with my relationship with the shop owner. As soon as I walked in the door, he would state that he "wished" he had someone to finish the dash. "What's that mean?" I asked. "Oh, you know, I never put one of those back in. I guess I will have to find someone to do it," he said. Great, I thought. Just what I need, a rehash of the problems that I had with the previous restoration shop: get the car along, then drop it when something happens that you don't often do and will most likely will be time consuming and less profitable. Now, at the simplest of questions, the shop owner became defensive. On a whim, I asked about hiring Ed myself and paying him outright. He went ballistic. "No, @#%* way!" he said. "OK. OK. I just thought I'd ask. It's your shop. We'll just drop it." I replied, but I was bewildered to say the least.



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At first, Jeffrey and I attempted to re-attach dash various components. I convinced the shop owner to install the metal dash back on the inside firewall. That took about three weeks of hemming and hawing. Finally it was on. It didn't look quite right, but it was on. Jeffrey came back with me to try and install the light switch, the wiper and fog light panel, and the lighter and ignition panel. I lasted two hours because we only got the light switch in. I am not a person that does detail work; I am too much a generalist. Specialty work is not my thing at all. Conversely, Jeffrey loves it. Growing up on a farm with a strong "make do" attitude really helps in those situations. He got the switch in and mounted correctly. I tried to get the vacuum wiper knob in. It was fine until I noticed that I had forgotten the bezel that surrounds the plate. That's enough for me, time to quit. I tend to be a "tool thrower" if I am pushed to far.

So I brought the "Big Guns" along the next time: Uncle Henry. I knew if anyone could sight 1953 Cadillac parts on the floor of the car, Henry could. So the shop owner and I asked what went where and with what. Henry told us. We grouped them. (They were still grouped that way when I moved the car to the upholstery shop later, but let's not get too far ahead of this part of the story.)

Over the next few weeks, I would stop by the shop or call. Each time, the shop owner would be more and more adamant that the car would be ready by "X" date. But "X" date moved around like a ball in a pinball machine. I would go to the shop to check on the progress and each time the shop owner would talk about "getting it out of here." I asked him about the trim, windows, windshield and so forth, only to hear from him that we'll get to that later, after the car is back from the upholstery shop. That was a comforting thought. All the while there were new cars in various states of disassembly in the shop every time I visited.

I pushed him to get the trim back on and most of it was. But, among other things, he had the electrical outside the car, like the fog and head lamps, remaining to do. And we went back and forth with his glass guy over the installation of the front and rear windshields. I even reordered the gaskets from Steele Rubber. When I had called Steele to reorder the gaskets, I explained that the glass man thought they were the wrong gaskets. Steele looked up the number code and told me that they had made and sold over five hundred of 1953 windshield gaskets. It convinced me that Steele knew what they were doing. I ordered another set anyway, I could always return one. Alas, the shop's glass guy still couldn't get them in. I called the upholstery shop and they told me to not worry; they would get them in after the headliner was in.

At this time, a helper at the shop was working on all of the door gaskets. We went round and round about the window channels. The exact parts are available from Steele. I bought the entire sets for all four doors. But when I looked, the helper had cut them to fit. I asked why they had to be cut. And cut, not on a proper bias either, by the way, just cut or jammed together on the 90 degree. He replied that the ones I bought were wrong. So, I pulled out the cut one and snapped the correct one right in. All of the window channels would have to be replaced. But this shop was not going to do it. In the meantime, many of the dash parts were still uninstalled. I was worried because parts were moving around on the floor of the shop haphazardly. The speedometer was in, but the shift indicator was not. The heater controls to the left and right were still unbolted. I was getting very nervous.

More to follow soon!

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CADDIE CLASSIFIEDS

Cars For Sale

1960 Series 62 Convertible – 60,500 miles – White on white with red interior – Beautiful car (paint a 10, interior great, motor showroom clean, etc) – Owned since 1988 and restored in 1990 – Top showing some age but no rips or splits just a little fading and wrinkles from always being down in the spring and summer – Chrome is great, all redone except grille (some spots and a little fade) – Motor and transmission run great – Good glass all around car with no cracks or chips – Wire rims and Coker Radials just installed in the last year (original rims and sombrero wheel covers available), vintage AM/FM radio with cassette (original radio available) – All original other than tires and radio – Shop manuals all go with car – You could have fun with this car – www.clcpotomacregion.org/60cadillacforsale.htm for pictures – **Asking \$49,500 negotiable** – For more information, contact Joe Pagliaro at 301-343-8925 or pagbro@msn.com – Car is located in Maryland

1972 Limousine – Seamist green with black interior – 44K miles – Exterior relatively good shape – Interior perfect – Runs well – www.clcpotomacregion.org/72cadillacforsale.htm for pictures – **Asking \$4,850** – For more info, contact Jay Burger, Capitol Cadillac, at 301-441-9600 – Car is located in Maryland

1976 Eldorado Convertible – Beautiful white numbers matching Eldo Convertible ready for spring tours and show season – Just out of the restoration shop with less than 100 miles since completion – Newly rebuilt and balanced 500 c.i.d. engine with a three year warranty and guarantee that is completely transferable to new owner with all guarantees intact – Additional \$17k spent on recent mechanical updates (receipts and guarantees are documented) including new leather interior, new top, new correct tires, detailed engine and rust-proofed chassis – Will be a trouble free show or go car for decades to come – www.clcpotomacregion.org/76cadillacforsale.htm for pictures – **Asking \$21,500 or best offer** – For more information, contact George Boxley at 301-261-5634 or georgeboxley@verizon.net – Car is located in Maryland

1979 Seville – 34k original miles – Light Cedar Firemist paint & vinyl top w/ dark cedar leather – Beautiful, totally original condition & hard to tell from new – Needs absolutely nothing and everything works as it should – Very well equipped including sun roof, wire hubcaps (also includes a beautiful set of optional Elegance wire wheels), spare trim and mechanical parts, all sales literature, dealer sales books, shop and parts manuals and original owner's sales receipts – www.clcpotomacregion.org/79cadillac2forsale.htm for pictures – **Asking \$18,000 obo** – For more info, contact Bill Pittman at 202-413-6305 – A Southern California car now located in Maryland

1979 Seville – 125K miles – Very good condition – Garage kept and regularly serviced and maintained by Cadillac dealership – Recent service includes rebuilt A/C, new brakes, new alternator, new computer, tune-up, new battery, reconditioned gas tank and new fuel pumps – Leather interior is in nice condition and tires are in good shape – <http://www.clcpotomacregion.org/79cadillac3forsale.htm> for pictures – **Asking \$6,500 obo** – For more info, contact Irving Custis at 301-292-7655 – Car is located on Maryland's Eastern Shore

Cars Wanted

Movie Cars Needed in Baltimore – 1953-55 Cadillac Convertibles – Gray with Brown interior (or neutral colors) for the Main Hero Car (1954 Cadillac Convertible) – All other colors for a Cadillac showroom scene set in 1953-55 – Looking to buy or lease one or two identical cars to restore alike - If you are interested in film work and have one of these car, please contact Thom Lombardi, Picture Car Coordinator, directly at midatlanticpicturecars@gmail.com or 301-452-7541 (leave a message) – Filming starts in early June

Part For Sale

Allante Noah Car Cover – One year old – Never used outside – Very good condition – **Asking \$100 (1/2 price)** – For more info, contact Russ Spears at 301-656-2539

Waterfront Home For Sale

6031 Melbourne Avenue Deale MD 20751 – This extraordinary home features an endless view of the Chesapeake Bay – 4 Bedrooms, 1.5 Baths with sliding glass doors that lead to a wraparound country porch – Master Bedroom has a sitting area with a spectacular view – AA6103880 – YOUR PRIVATE RETREAT!! – www.clcpotomacregion.org/homeforsale2.htm for pictures – **Price Reduced to \$849,000** – For more info, contact George Boxley at 301-261-5634 or 410-867-2147



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