



Cadillac & LaSalle Club Potomac Region Caddie Chronicle October 2018



DIRECTOR'S MESSAGE BY VINCE TALIANO

2018 OFFICERS:

REGIONAL DIRECTOR
NEWSLETTER EDITOR
WEBSITE MANAGER
VINCE TALIANO

ASSISTANT REGIONAL DIRECTOR
CAR SHOW COORDINATOR
SUMMER PICNIC HOST
DAN RUBY

NATIONAL DIRECTOR
NEWSLETTER COLUMNIST
JACK MCCLAW

SECRETARY
ASSOCIATE NEWSLETTER EDITOR
SANDY KEMPER

TREASURER
HARRY SCOTT

ACTIVITIES DIRECTOR
NEWSLETTER COLUMNIST
R. SCOT MINESINGER

MEMBERSHIP DIRECTORS
CENTRAL VA REGION LIAISONS
NEWSLETTER COLUMNISTS
CHUCK & DEBBIE PIEL

OTHER KEY POSITIONS:

AUTOMOBILIA AUCTIONEER
GEORGE BOXLEY

NEWSLETTER COLUMNIST
RITA BIAL-BOXLEY

NEWSLETTER COLUMNIST
CHRIS CUMMINGS

PHOTOGRAPHER
RANDY EDISON

AUTOMOBILIA AUCTIONEER
DERRICK FISHER

NEWSLETTER COLUMNIST
VALLEY FORGE REGION LIAISON
LYNN GARDNER

NEWSLETTER COLUMNIST
JIM GOVONI

CAR SHOW SPONSOR AND HOST
DANIEL JOBE & CAPITOL CADILLAC

NEWSLETTER COLUMNIST
TOM MCQUEEN

HONORARY MEMBER

NEWSLETTER COLUMNIST
VERN PARKER

CAR SHOW MASTER OF CEREMONIES
NATIONAL CLC ADVISOR

NEWSLETTER COLUMNIST
RICHARD SILLS

Thanks to everyone who participated in the nomination of the Potomac Region officers for the 2019-20 term. Below is the list of nominees.

OFFICER POSITION	NOMINEE NAME
Regional Director	Dan Ruby
Assistant Regional Director	Chuck Piel
Treasurer	Bill Hilliard
Secretary	Sandy Kemper
Activities Director	Randy Edison
Newsletter Editor	Vince Taliano
Car Show Coordinator	Lynn Gardner
Website Manager	Vince Taliano
Membership Director	Franklin Gage
National Director	Jack McClow

The election will take place at the next Region meeting on Monday, October 15, 2018. Since the ballot contains only one nominee for each officer position, the slate of officers will be elected by voice vote.

Thanks to Dan & JoJo Ruby for hosting another great summer picnic. As the case with many days this summer, it rained all day. However the rain didn't deter members from attending, mostly in their daily drivers. Kudos to Chuck & Debbie Piel for driving their '67 Deville Convertible from the Miss America Parade in Atlantic City and to Bryce Frey who drove his '41 Convertible Coupe. Read more about the picnic in this issue and see over 30 pictures at <http://www.clcpotomacregion.org/2018summerpicnic.htm>.

We send our condolences to Potomac Region member Jack Lowry on the recent passing of his wife, Marilyn J. 'Jean' Lowry. Jack & Jean were married in 1958 and founded Lowry & Co in 1964, a plant and horticulture business that represented nurseries from coast to coast. Survivors include two daughters, a son and four grandchildren.



Vince Taliano



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LETTERS TO THE EDITOR



September 28, 2018

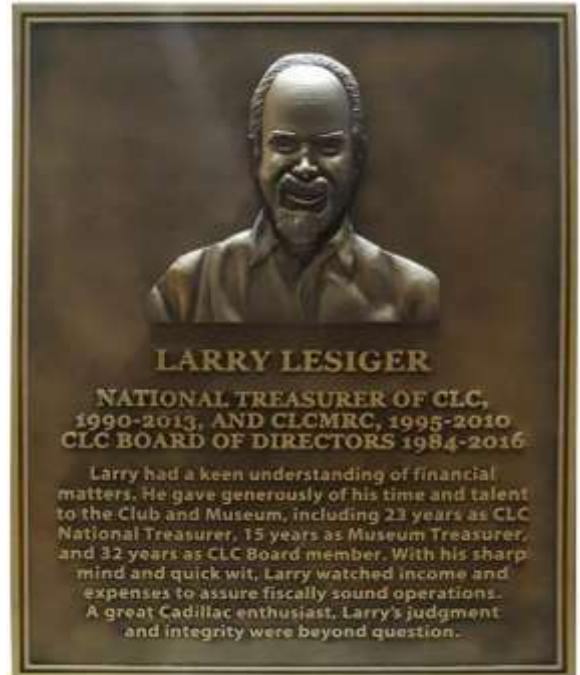
Vince,

Valley Forge Region member Larry Lesiger was honored last weekend at the Cadillac Fall Festival Awards Banquet. At the CLC Museum, there is a "Wall of Fame" with plaques honoring those who provided extraordinary service to the Club. A plaque bearing Larry's likeness and a description of his accomplishments has now been added to the "Wall of Fame." See photo for the inscription on his plaque.

Only three other people have been so honored in the past: Norm Uhlir, a Past President and a founder of the Club; Ron Van Gelderen, a Past President; and Carl Steig, also a Past President and the long-time Chief Judge. So Larry is in good company, and the plaque will be a permanent reminder of his important contributions to the CLC organization. I regret that neither he nor Ilene could be there to receive the honor personally.

I gave a brief talk at the presentation, to explain Larry's role to those in the audience who may not have known him.

Richard Sills,
Lancaster, Pennsylvania



September 3, 2018

Vince,

I want to thank you for the sales lead from the CLC Discussion Forum. CLC members Chris & Kenya Lewis of Atlanta, GA are the proud new owners of our 1968 Coupe DeVille. They are very excited about their new purchase. I encouraged them to drive the car from Snowshoe, WV to their home. They arrived in Atlanta with no problems.



Tom Alsop
Fairfax, Virginia



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September 3, 2018

Vince,

One of my car buddies forwarded this picture to me because he knows I like Cadillacs and LaSalles. This is the LaSalle hearse that transported Aretha Franklin to her final resting place followed by over 100 pink Cadillacs. Aretha always had her own style!



Jeffrey Gurski
Potomac Falls, Virginia

September 1, 2018

Vince,

Gita and I just returned from Pebble Beach where we were guests of classic car collector, Jim Patterson. As you know, Jim just finished (de)restoring the 1937 Cadillac V-16 roadster with body by Hartmann of Lausanne, Switzerland. It is beautiful and now has been returned to its original 1937 configuration following three earlier attempts (1970, 1985 and 1991) by three prior owners who, unfortunately, did not have access to the original photos from 1937. I was able to offer the full set to Jim and his team in 2016. Jim's car won best of its class at PB but failed to garner "Best of Show" in favor of a restored 1937 Alfa Romeo. You will be seeing a lot more about the Cadillac in the days and weeks to come.



Yann Saunders
Columbia, South Carolina



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SEPTEMBER 27, 2018 MEETING MINUTES BY SANDY KEMPER

PLACE: Capital Cadillac, Greenbelt, Maryland

TIME: 7:30 pm

PRESIDING: Vince Taliano

ATTENDANCE: Randy & Susan Denchfield, Charter Member Bryce Frey, Franklin Gage, Lynn Gardner, Larry & Maia Good, Bill Harrison, Bill Hilliard, Greg Huver, Daniel Jobe, Sandy Kemper, Mary Moscati, Chuck Piel, Ron Renoff and Dan Ruby

DIRECTOR'S REMARKS: Vince thanked everyone for attending and Daniel Jobe for hosting the meeting at his dealership. We send our condolences to Jack Lowry whose wife Jean passed away recently.

SECRETARY'S REPORT: The Minutes from the August 2018 meeting were not read since they were published and distributed to all members in the September 2018 newsletter.

TREASURER'S REPORT: The Treasurer's Report covered the time period from the August 2018 meeting to date. The Region's income was \$128.61 and the expenses for the same time period were \$678.51.

MEMBERSHIP REPORT: Currently, our 2018 membership stands at 193. In October, the 2019 membership renewal forms will be distributed to members in good standing who haven't pre-paid for next year.

ACTIVITIES REPORT: The following activities were discussed:

1. Recent PR Events:

- **Annual Picnic, Dan & JoJo Ruby's, Owings, MD, Sun, Sep 9.** In spite of rainy conditions, 47 people attended the picnic, mostly in their daily drivers. Special thanks to Dan & JoJo Ruby for hosting. Kudos to Chuck & Debbie Piel for driving their '67 Deville Convertible from the Miss America Parade in Atlantic City and to Bryce Frey who drove his '41 Convertible Coupe. Picnic coverage will be in the October newsletter.

2. Recent Other Events:

- **43rd Annual Edgar Rohr Memorial Antique Car Meet, Manassas Museum, Manassas, VA, Sat, Sep 15.** Franklin Gage reported that there were about 100 cars in attendance including Potomac Region members Chris Overcash's 1956 Series 62 Sedan and Lynn Gardner's 1976 Fleetwood Talisman, respectively (pictured right). Although the weather was dry for the show, rain had been forecasted.





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- **CLC Museum & Research Center Fall Festival, Gilmore Museum, Hickory Corners, MI, Thu-Sun, Sep 20-23.** Potomac Region Charter Members Bryce Frey and Juan Aranda, along with his son Luis, attended. Bryce reported that it was a well-attended and impressive event.

3. Upcoming PR Events:

- **Cars and Coffee at Capitol Cadillac, Greenbelt, MD, Sat, Oct 27, 8:00 am - 11:00 am.** Like last year, all members are invited to participate in their Cadillacs and LaSalle's. No trophies, nor awards. Just coffee, donuts, cars, and car talk. During the meeting, it was decided to change the event time. Also, Vince will distribute email announcements that include requests for members to RSVP so that we can get an approximate number of participants. This will help determine how many parking spaces to reserve and how much food & beverages to buy.
- **2019 Washington Auto Show, Convention Center, Washington, DC, Fri., Apr 5 – Sun, Apr 14.** Daniel Jobe will request from the show organizers the exhibit space that the Region has been allotted for the past few years. If it is approved, then we will need more volunteers to staff the space as our Auto Show coordinator, Franklin Gage, will not be able to attend on many of the days of the show.
- **Spring Car Show Celebrating the 85th Anniversary of Capitol Cadillac.** It was decided that the date for the show will be Sunday, May 19, 2019. More details to follow.

4. Other Upcoming Events:

- **Annual Antique Auto Assembly, Armed Forces Retirement Home, 140 Rock Creek Church Road NW, Washington, DC, Sun, Sep 30, 9:00 am - 4:00 pm.** This show includes entertainment & food in a picturesque setting. To enter your vehicle or attend, call Constance at 202-541-7637. The residents of the Armed Forces Home are always so appreciative of the cars.
- **32nd Annual Buick Owners of MD All GM Show, Boyle Buick, Abingdon, MD, Sun, Sep 30, 9:30 am – 2:30 pm.**
- **AACA Eastern Division Fall Meet at Hershey, PA, Wed-Sat, Oct 10-13.** The CLC tent will be located in the same spaces as last year, C4P 24-27, in the North Chocolate Field of the Flea Market. This year the tent will be much larger and will accommodate a CLC store and a 1906 Cadillac on display! If you would like to volunteer for a 2½ hour shift, from 9:00 am to 4:30 pm Wed through Fri, please contact Rob Robison at 302-239-4096 (home), 302-547-0309 (cell) or robscads@verizon.net.
- **Rockville Antique & Classic Car Show, Rockville Civic Center Park, Sat, Oct 20, 2018, 11:00 am – 3:30 pm.** Registration for the public has opened. The Special Display this year will be Brass Era cars. Important note: there is no rain date.
- **Valley Forge Region's Annual Fall Meet, Peddler's Village, Lahaska, PA, Sun, Oct 21, 9:00 am show field opens.** Lynn Gardiner encouraged everyone to consider attending this great show held by our neighboring CLC region to the north.

To view more events, visit <http://www.clcpotomacregion.org/eventslisting.htm>



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OFFICER ELECTIONS for 2019-2020: The election process for the bi-annual election of the Region's officers for the term 2019-2020 started with the distribution of the Officer Election Nomination Forms in early August. The nomination forms were due to Secretary Sandy by Friday, September 7, 2018. Sandy compiled a list of nominees and contacted each individual to verify if they would agree to be nominated and, if elected, serve as an officer. As a result, the following is the nomination slate for the election of officers. There were no nominations from the floor, so the nominations are closed and the vote will take place at the Region meeting on Monday, October 15.

2019-20 NOMINATION SLATE FOR ELECTION OF OFFICERS

OFFICER POSITION	NOMINEE NAME
Regional Director	Dan Ruby
Assistant Regional Director	Chuck Piel
Treasurer	Bill Hilliard
Secretary	Sandy Kemper
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Newsletter Editor	Vince Taliano
Car Show Coordinator	Lynn Gardner
Website Manager	Vince Taliano
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CLC NATIONAL NEWS:

- For those who are planning to go to the Grand National in Louisville, KY next June 2019, they should make their hotel reservations at the Crowne Plaza at the Louisville airport soon. The allotment of rooms is almost sold out. However there are numerous hotels very close by. Also, the schedule, as of this moment, for the future Grand Nationals is: Kansas City for 2020, North Jersey for 2021, Chicago area for 2022 and Albuquerque, New Mexico for 2023. The National Driving Tours schedule is: the Gettysburg area for 2019 and Washington state for 2020.
- The Nov-Dec 2018 issue of ***The Self-Starter*** will be the last issue by Steve Stewart who is retiring after 15 years as editor. CLC member and author, Jeff Shively, will be assuming the editor position while Tim Coy will continue as Art Director.

NEXT MEETING: Monday, October 15, 2018, 7:30 pm at the Silver Diner, Merrifield, VA.

ADJOURNMENT: Meeting adjourned at 9:30 pm.



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2018 CALENDAR OF EVENTS

DATE	TIME	EVENT	LOCATION	CONTACT INFORMATION
Oct 3-7 Wed-Sun	Gates open daily at 7:00 am	Fall Carlisle	Carlisle PA	717-243-7855 or www.carsatcarlisle.com
Oct 6 Sat	10:00 am – 2:00 pm	1st Annual Harvest Festival and Car Show	Hemingway's Restaurant Kent Island MD	Lauren Peele at 410-604-0999 or manager@hemingwaysbaybridge.com
Oct 9 Tue	12:00 pm – 7:00 pm	Annual Open House and Customer Appreciation Day	Prueitt Automotive Restoration Glen Rock PA	Pam at alprueittandsons@verizon.net or 800-766-0035
Oct 10-13 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 15 Mon	7:30 pm – 9:00 pm	Potomac Region Monthly Meeting	Silver Diner Merrifield VA	Vince Taliano at 301-258-8321 or vincetaliano@clcpotomacregion.org
Oct 20 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 Sat	9:00 am - 3:00 pm	12th Annual Potomac Day Classic Car Show	Falls Rd and River Rd Potomac MD	Jennifer at Jennifer@potomacpizza.com or 301-299-2170
Oct 21 Sun	9:00 am - 3:00 pm	CLC Valley Forge Region Car Show	Peddler's Village Lahaska PA	John Wood at renopa@verizon.net or 267-939-5925
Oct 27 Sat	8:00 am – 11:00 am	Cars & Coffee	Capitol Cadillac Greenbelt MD	Dan Ruby at 301-343-1463 or danruby@clcpotomacregion.org
Nov 19 Mon	7:30 pm – 9:30 pm	Potomac Region Monthly Meeting	IHOP Restaurant Rockville MD	Vince Taliano at 301-258-8321 or vincetaliano@clcpotomacregion.org

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It's a 24/7, world-wide virtual Cadillac meet!
Connect with other members, post restoration stories or show info.
Like and comment on photos and upload your own.
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Share Facebook, Instagram and Twitter posts.
Let's make the Potomac Region go viral!



CLC Potomac Region



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Cars & Coffee at Capitol Cadillac

**Saturday, October 27, 2018
Hours: 8:00 am – 11:00 am**

**Capitol Cadillac
6500 Capitol Drive
Greenbelt, MD 20770
Phone: 301-441-9600
www.ecapitol.com**

The CLC Potomac Region and Capitol Cadillac are pleased to announce their **2nd Annual Cars & Coffee!**

This **Cars & Coffee** event is a "cruise-in" type event, not a car show. There will not be any judging or awards. It will be just cars, coffee and conversation. Also, unlike our car shows which are held on Sundays when the dealership is closed, **Cars & Coffee** is held on a Saturday, which is regular business day for Capitol Cadillac. So the Sales, Service, and Parts Departments will be open. And the showroom will be filled with Cadillac's newest offerings.



Please RSVP if you plan to attend to help us plan parking space and coffee & donuts needed. At this time, the front row of spaces in the dealership's parking lot will be available for the **Cars & Coffee** cars, but additional space will be available as needed. We will have a few Region members on hand to help with parking.

Come at any time after 8:00 am and leave at any time before 11:00ish am to enjoy the cars, coffee and conversation. We are looking forward to a fun morning of **Cars & Coffee** at Capitol Cadillac!

Cars & Coffee Guidelines

- **Dealership is open:** Capitol Cadillac will be open to its customers. Please be respectful.
- **Rain or Shine:** The Cars & Coffee will take place rain or shine.
- **Safety:** If a vehicle has fluid drips or leaks, the owner must bring absorbent material or drip pans to avoid slippery conditions and to protect the parking lot. **The Potomac Region reserves the right to prevent any cars with excessive fluid leaks from entering the parking lot.** It is recommended that a working fire extinguisher be in every vehicle.
- **Parking Rules:** The Potomac Region reserves the right to determine each vehicle's placement in the parking lot. **There will be no parking on the grassy areas or areas reserved for the dealership's and its customers' cars.**

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WEST VIRGINIA WEDDING AND HIGH SCHOOL REUNION STORY BY HANS DECKER PHOTOS BY TIM RAY

WEDDING

In the spring of 2016, when the April rains had finally washed the last of the salt from the West Virginia roads, I took my 1956 Coupe deVille out for the first cruise of the year. While getting gas, a nice young lady approached me and admired my car. She then asked if I would consider having it in her wedding next month. I had never had my car in any events, but after some thought, I agreed. The wedding was to be in Buckhannon, WV on the Saturday before Memorial Day, about an hour from where I garage the car.

The wedding day was sunny and sweltering. I drove to Buckhannon and met the bride and groom for a lot of photos – we received many compliments. With typical WV hospitality, a gentleman who lived a few blocks away said I was welcome to sit on his porch while I waited for the end of the wedding ceremony. I was glad to buy a cold drink at 7-11 and do just that. I divided my waiting time between his porch and chatting with folks about the Caddy in front of the church.

After the wedding, more photos were taken and then I was to drive Kristy and Nate, the newlyweds, to Morgantown for a banquet. I had envisioned a smooth, 70-mph ride up I-79 to Morgantown, but this was not to be. All was well for the first half of the journey, then I noticed a knocking sound coming from the area of the right rear wheel well. I pulled off at the next exit. The wedding photographer, who had been following in his van, said that the right rear wheel looked wobbly. I didn't see anything obviously wrong with the tire, but I did notice a green puddle forming under the radiator, indicating that it was leaking or plugged up. We decided the wedding party should go on to Morgantown without me. My first road breakdown in about five years and 5,000 miles! I had had some previous issues, but luckily in my own driveway.





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It was time to call my mechanic for a tow. I was stranded for about three hours, but I had no complaints, as the car was safely off the road and I was in the relative comfort of a Sheetz gas station. After getting the car back to the shop, it turned out that the radiator was just clogged with some debris and needed flushing. Closer inspection of the tire revealed that it was just about to separate. Very fortunate for the newlyweds, me and the car that I pulled over when I did! The silver lining was that the failure of the rear tire finally provided the impetus for me to grit my teeth and spring for a set of Coker "wide whites", greatly improving the appearance of the car. Kristy was very sorry that my car broke down on the way to the banquet and repeatedly apologized, but I assured her that such things are destined to happen and are not her fault!

HIGH SCHOOL REUNION

In the summer of 2014, a long-time family friend visited me at my place in West Virginia. After a nice Colombian lunch prepared by my partner Maria, we took this friend out to see my Cadillac and some other treasures. When she learned it was a '56, she immediately asked me to participate in the parade and other festivities for her 60th high school class reunion (class of '56) two years hence in July, 2016. It sounded like fun so I readily agreed.

Before I knew it, late July 2016 rolled around and the Caddy and I set off for Harrisville, WV, a town of less than 2,000 located about midway between Clarksburg and Parkersburg (the last graduating class of Harrisville High was 1986). I must say the town goes all out for their grads. The events were very well attended, with free hot dogs, special sales and open houses. My favorite stop was easily Cliff's Museum of Car Memorabilia located in the center of town and



owned by Cliff & Sue Weese. The two-story, 13,000 square foot facility has a wide range of memorabilia from antique cars to Coca Cola items. Cliff also has what is surely the largest collection of West Virginia license plates anywhere, all beautifully displayed and meticulously organized (pictured left from the Museum's website). Cliff & Sue were gracious hosts, taking a lot of time to show me around the museum and tell the stories behind some of the items. The museum is well worth a visit to Harrisville

if one is in the area. Visit <https://www.cliffwvathebuilding.com/> for more information.

Friday night there was a banquet and entertainment by a (very good) band composed of Harrisville High alums. I was told this band had been performing for the reunions for decades. Saturday was the parade, and a number of classes had floats and other entries. I had never had my car in a parade before, but had been told by other folks that they are tough on vintage cars. I found out why. This was another sweltering day, and we started by idling for quite a while on a steep hill, waiting to join the parade. Finally we got down the hill and onto Main Street, with the Caddy adorned with a large "Class of '56" sign. Inching along in the 90 degree heat, I could see the temperature gauge starting to rise, but fortunately not to a critical level. Many folks along the way complimented the Caddy, which received a certificate for second place. All in all it was a very nice weekend, driving my Caddy in a parade, seeing the local sights and meeting a lot of the Harrisville High Alums.



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OPTIMUM WHEEL AND TIRE BALANCING BY CHUCK PIEL

In trying to perfect the drivability of our cars, nothing compromises our driving experience more than out-of-balance tires and wheels. In the eight years we've owned our '67 DeVille Convertible, I've continued to try to iron out the slight shimmies and vibrations that inhibit the smooth-as-glass ride our Cadillacs were designed to provide.

I've had my stock steel wheels straightened and trued, purchased new premium Diamondback radials, had the tires balanced and rebalanced, and yet I still had some vibrations coming through the chassis and steering at speeds exceeding 60 MPH. I finally concluded that the issue might be in the alignment of my pinion gear, when my mechanic suggested I first have the tires/wheels balanced "on the car." He said there was one local vendor in the MD-DC-NOVA area that can balance tires while still on the car- Radial Tire Company in Silver Spring, MD.

I had never heard of this technique, so I contacted Paul Moorcones, the GM at Radial Tire. Paul was very responsive and told me it was probably my brake drums that were causing the problem. Nevertheless, he claimed when he was finished with the car, we would know that whatever vibrations or shimmies remained WOULD NOT be in the tires/wheels. I made an appointment to come down the next day.

Upon arrival at Radial Tire, I was amazed at how busy they were with regular customers coming in for new tires, fixing flats, etc. It turns out they are a local institution for anything related to tires. Amidst this flurry of customers, Paul came out and asked me to be patient as he would personally tend to my balancing issues, but would have to do it while handling a lot of other customers. I was more than happy to wait for the "boss man" to give our Caddy his magic touch. While waiting, I spoke to a gentleman who had his '77 Jaguar XJ6 in for a new tire - he said he had been coming to Radial Tire for over 20 years and wouldn't bring his Jag, which he regularly motor-crosses, anywhere else.

After a short while, Paul had me pull the car into the shop and they used a floor jack to raise the front end. Then he wheeled a machine that consisted of an electric motor mated to a smooth steel wheel to my driver side front tire while raised off the ground. The machine was propped against the freely-rotating tire and quickly spun it up to over 100 MPH. Paul then put his hand, and then two fingers against the fender top to feel the vibration through the car. The car was really shaking because the whole tire/wheel/brake drum assembly was so out of balance. He then had the steel wheel of the machine stop the tire from spinning and applied some wheel weights. He repeated this process over and over for the next 15 minutes until such time there was almost no perceptible vibration at over 100 MPH. Then he moved to the right front wheel where the same trial and error procedure was followed. I asked Paul how my front tires could be so out of balance after having them balanced several times by different shops. He explained that unless you have the tire/wheel/brake drum assembly balanced together, you can never achieve optimum balance - it all became totally clear as the brake drums have their own out-of-round deformities that can't be compensated for without balancing the whole tire/wheel/brake drum assembly as a unit. Balancing just the tire and wheel off the car the tire might give a completely true reading, but they are NOT balanced with the drums unless done on the car.



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Now for the rear wheels – this had to be done without the spinning machine as it couldn't reach under the long rear overhang of the DeVille. So, they jacked up the rear, removed the fender skirts and had a helper sit in the car and use the engine's power to run the rear wheels while off the ground. Because the car doesn't have Posi-Traction, we could do this by putting another wheel/tire under the opposite rear tire to keep it from spinning while the tire we were balancing spun freely.

Paul had a particular helper who he said had a particularly sensitive "posterior" sitting in the driver seat operating the car while Paul did his trial and error routine with the wheel weights. The helper could tell us if the vibrations were better or worse based on his "feel" of the seat and the steering wheel. We got the passenger side rear optimized, although it wasn't perfect probably due to the brake drum. The driver side was almost perfect from the get-go and didn't need any further adjustment.

Brake drums are an issue these days because you can't buy a new GM brake drum for a '67 Cadillac, and reproductions are made in China – most of them are worse than the crusty well-worn drums on the cars now. That's why this balancing process is crucial for non-disc brake cars.

I should also note that Paul and his team were very respectful of the car. He was extremely careful in removing my NOS front hubcaps and the fender skirts. He has obviously worked with a lot of antique and top-end cars. Paul even apologized for smudging my white walls while working on the car! That kind of care is greatly APPRECIATED! All told I was there 2½ hours. I had Paul and one or two helpers for the majority of that time. I was charged \$100 for the service – a bargain in my mind. THE RESULTS? The car rides 1,000% better, especially at speeds exceeding 60 MPH. While it isn't perfect, it is very close. All told it is probably the best \$100 I've ever spent to enhance the drivability and experience of our car. (Besides, what can you get done on an old car these days for \$100?)

I highly recommend Paul Moorcones and Radial Tire Company for anyone needing new tires or tire balancing, especially true for any cars with drum brakes. They are also the largest Diamondback Tire dealer in the area, and also a dealer for Toyo Tires, the tire that Diamondback uses for their finished product. For more info, visit <https://www.radialtirecompany.com/>.



Balancing of rear wheel assemblies required raising of rear-end and chocking opposite wheel



Driver-side Rear wheel chocked while we balanced the passenger side wheel/tire

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FROM MISS AMERICA PARADE TO REGION PICNIC BY CHUCK PIEL PHOTOS BY DANNY MOFFAT AND CHUCK PIEL

We love to drive our old Caddy, a '67 DeVille Convertible we call "Big Blue", everywhere we can. Over the recent weekend of September 7-9, we passed a key milestone in our ownership (and stewardship) of Big Blue. We've driven over 25K miles in our ownership and the car just passed 90K miles since new. This latest trip covered almost 400 miles and took us to Atlantic City and Owings, MD, and back home.

On Friday, we ventured to Ocean City, NJ, where my brothers David and Richard met Debbie and me with their spouses Goldie and Angie, respectively, for our annual Miss America Parade week-end. This was our sixth year driving Big Blue in the "Show Me Your Shoes Parade," a key staple in the entire Miss America Pageant. Our guest this year was Claudia Raffo, Miss Arkansas.

We stayed in a little beach-front motel called the Ocean Front Motel, where I was able to find a covered parking space that would be useful for parade "preparation". The parade is "rain or shine" – three of my six years driving have been in the rain. I have a kit prepared of plastic to bag the entire interior of the car, as the parade lasts about 2½ hours – it can get pretty wet.



"Big Blue" lined up in the rain for the staging of the "Show Me Your Shoes Parade"

The weather on Saturday was bad, so David and I did the prep work on the car before I made my way to the Atlantic City Boardwalk for parade staging. Also driving this year was CLC member David Ciccarella from Altoona, PA, driving his '64 Eldorado convertible. Slated to drive was parade veteran and CLC PR member Randy Denchfield, but car trouble thwarted his participation.

Right up to parade jump-off, it was raining in heavy bursts with 30-40 MPH wind gusts, not very conducive to top-down parading. Over the years, contestants have told me the "Show Me Your Shoes Parade" is one of their favorite events of the two-week long grind of the pageant, so when Claudia and her chaperone got in the car, I told her it was her day and I would put the top down if she wanted. Just then, the wind died-down and the rain slowed to a drizzle; divine intervention? (This has happened more than once!).



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Claudia Raffo, Miss Arkansas, showing off her shoes as the Parade got started



Rain didn't dampen the enthusiasm of the Boardwalk crowd for the parade

With the top down, the parade got off on time and took a little over two hours. During that time, it rained in spurts, but didn't dampen the crowd's nor Claudia's enthusiasm. Besides the reigning Miss America, Cara Mund, about 20 former Miss America's, and the current 51 state (and DC) candidates, there were 36 marching bands from all over the Mid-Atlantic, including the Philadelphia Eagles Cheerleaders.

There are few things that stress an old car more than idling for more than 2½ hours. I didn't hit the gas during the entire 2.4 miles of the Boardwalk, yet Big Blue's temp gauge never moved. Upon the conclusion of the parade, we were led under police escort back to the AC Boardwalk Hall, where Claudia exited and I began the trip back to Ocean City with the top up and rain again intensifying.

The trip to and from Ocean City, NJ to Atlantic City is an interesting drive. There is a toll bridge over the ocean that links the two peninsulas, and you drive through beach towns Longport, Margate, and Ventnor to reach Atlantic City. I joined Debbie, my brothers and their wives for a festive Mexican dinner.



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On Sunday, we all departed early with Debbie and I making our way south on the Garden State Parkway to the Cape May- Lewes Ferry. We were making our way to Dan & JoJo Ruby's house in Owings, MD for the Annual CLC PR Summer Picnic – a can't-miss affair. The weather made me question my decision to take the ferry, as we were experiencing winds out of the north at 40-50 MPH. Big Blue's windshield wipers got a workout as we went through driving rain to the ferry and made the 90 minute sail across Delaware Bay to Lewes. This was about as bumpy a boat ride as I'd want to make, but everything worked out OK.

The 2½ drive across Delaware to the Chesapeake Bay Bridge and down to Owings, MD was wet but otherwise uneventful. There we joined a throng of other PR club members who hadn't let the rain spoil a tremendous picnic put on by Dan & JoJo. They emptied their garage to set-up tables for picnickers to consume a sumptuous spread, and consume we did!

While the weather caused most to drive their everyday cars, CLC PR Charter Member Bryce Frey and Patricia Hardin came in Bryce's '41 Series 62 Convertible Coupe – a car he has owned for over 55 years! We also had the pleasure of seeing Dan's '53 CDV, '58 Eldorado Biarritz and newly acquired original '59 Fleetwood.



Picture above behind "Big Blue" are the Ruby's '59 Fleetwood, '58 Eldorado, and '53 CDV. Pictured below is Bryce Frey's '41 Series 62 Convertible Coupe.



After enjoying much food and CLC fellowship, we thanked Dan & JoJo (pictured left) for their hospitality and made our way back home to Ellicott City – again through spurts of rain. All told, our weekend trek totaled about 400 miles of rain soaked old Cadillac fun. Now we'll plan our next adventure in "Big Blue" – hopefully it'll be a little drier next time!



**To view over 30 pictures from the picnic, visit
<http://www.clcpotomacregion.org/2018summerpicnic.htm>.**

**Visit us on the web!
www.clcpotomacregion.org**



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CLC NATIONAL DRIVING TOUR – A GOLD COAST EVENT – PART 1 STORY BY CHUCK PIEL PHOTOS BY DEBBIE & CHUCK PIEL AND JACK MCCLOW

The value and pleasure of CLC membership is epitomized by events like the annual National Driving Tour (NDT). This year's event was the "Gold Coast National Driving Tour" held August 3-10, 2018 and sponsored by the Southern California Region, led by Rob Leonard, NDT Chair, and his wife Linda, and Craig Chally, SoCal Regional Director and Co-Chair.

Enjoying our cars and/or the Cadillac-LaSalle marques, as well as experiencing the cultural and geographical nature of our NDT regional destinations are key goals of the NDT. Add to that the camaraderie of new and old CLC friends from around the US, and this year's tour checked all the boxes for a successful and enjoyable tour.

This year's tour included 53 registrants driving 23 Cadillacs from 12 regions from as far away as Georgia and Maryland. Jack McCLOW (also CLC National Treasurer) and Bob Norrid also made the trip, so we had good company from the Potomac Region.

Special recognition goes to Ron & Annette Benneche from Madison, GA for driving their beautiful 1956 Coupe DeVille on the tour. Stephen Page drove his 2002 Eldorado from Minnesota. Others driving their classic Cadillacs long distances included Eddie & Suzanne Bibb from Birmingham, AL, who drove their '76 Fleetwood to CA, but suffered a blown head gasket as they entered the Los Angeles metro area. (Unfortunate for Eddie and Suzanne, but this was the only major mechanical casualty during the entire tour!)

Debbie and I flew out to LA on Friday, 8/3, and were picked up at LAX by the best imaginable car service – Alan Clark (NDT photographer) in his beautiful Persian Ivory 1967 DeVille Convertible with the top down. To say we got a lot of ogles and looks in the very busy baggage pick-up area would be an understatement! From there we ventured slightly up the coast to Marina Del Rey and had lunch at the Café Del Rey, overlooking the Marina. Debbie and I were further blessed by the use for the whole tour of the convertible. We've known Alan for over 10 years and swapped stories about both of our '67 convertibles, so it was a special treat to drive Alan's Persian Ivory DVC.



Alan Clark and Debbie Piel with Alan's '67 DeVille in front of Café Del Rey

The tour was set-up as a "hub and spoke" arrangement with our hubs being two locations up the California Coast. Our first destination was the Four Points Harbor Hotel in Ventura. On the fourth day, we then ventured further up the coast to the Apple Farm Inn in San Luis Obispo. All tour events were run out of these central locations.



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From Marina Del Rey we continued to Palisades, where we dropped Alan off at his everyday car. We then continued up the Pacific Coast Highway (PCH) from Santa Monica all the way through Malibu to Ventura. It was exceptionally hot in SoCal during this trip, so everyone seemingly flocked to the beach. As a result, the drive north had a lot of traffic, but then again we were in a '67 convertible – we didn't care! Upon arrival at the Ventura hotel, we registered, met Rob & Linda Leonard, Craig Chally, and a lot of our tour mates. We participated in a reception, had a late dinner with Jack McClow and Bob Norrid, who had just arrived in their rental Cadillac XT5.

TOUR DAY 1 – SATURDAY, 8/4

The day dawned with coastal fog, quite common in this area, but made more intense by the smoke in the upper atmosphere from the many wildfires afflicting California. It seemed as if we were touring the only part of CA that WASN'T on fire. Our primary itinerary consisted of two stops: (1) the world-famous Nethercutt Museum in Sylmar and (2) the Reagan Presidential Library in Simi Valley, both inland and back in the LA metro area.

As we made our 60-mile journey to the Nethercutt Museum, we were in a very loose caravan. We followed the Bibbs, who were now driving a beautiful '70 Aqua Fleetwood loaned to them by Craig Chally. All the NDT tour stops were designed that we wouldn't necessarily be in a lengthy caravan as that would be unmanageable in heavy CA traffic. However, we were often following or followed-by one of our tour mates.

The Nethercutt Museum has been rated one of the top five automotive museums in the world – all for good reason. But what I didn't know is that they also have one of the greatest collections of antique musical devices, including one of the largest working Wurlitzer pipe organs on earth! The collection has about 250 cars, of which about 75 are on display at all times. These are located in two galleries. We had the run of the first gallery for about 45 minutes before a guided tour was started in the main building of the auto and musical collection. Every car was amazing! The one that got my attention was a '35 Cadillac V-16 Convertible Victoria with a Fleetwood Body – one of only 2 built. The car was delivered new to Grover Whalen, Police Commissioner of New York City. This car typified the rarified quality of the cars in this collection.



Iconic Cadillacs, including two '56's, on tour at the Nethercutt Museum



**1935 Cadillac V-16 Victoria
1 of 2 built on 154" wheelbase**



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From there our group assembled at the main museum building across the street for a docent led tour. Our docent was Kyle Irwin, who is actually the director of the collection charged with keeping all of the musical instruments and machines operational. Kyle was literally one of the best, most entertaining docents I have ever encountered. He welcomed us by saying the Nethercutt collection is focused on displaying "functional art." That is to say everything in the museum works.

Our first stop was the main auto gallery, which is an incredible marble showroom designed to imitate luxury car showrooms of the Deco 1930's era. The two cars featured as centerpieces for the main showroom were a 1930 Rolls Royce Phantom II Towncar with custom body and cane work by Brewster. This car was owned by the Hollywood actress Constance Bennett, best known for her role in the comic **Topper** movies of the late 1930's. Kyle explained that the "canework" on this car is actually specially formulated paint that is hand laid by three artists simultaneously to give the inter-weaving effect of actual caning. While explaining that every car in the collection is functional and driven at least once a year, Kyle joked that he took this Rolls out to a local Del Taco drive-in to get tacos for the staff. When asked what happens if the car is scratched or dented while out, Kyle said they don't worry about it because if a car is damaged, they simply re-restore it. Must be nice!



Views of the main Nethercutt showroom 1930 Rolls Royce next to a Packard

The other showpiece car is a 1934 Packard Lebaron bodied-1108 Sport Phaeton – a dual windshield masterpiece in an original iridescent metallic red. Kyle explained that Jack Nethercutt, the co-founder of the Merle Norman Cosmetics and founder of the museum, liked this color so much, they created a shade of lipstick in the Merle Norman line to match it.



1934 Packard 1108 Sport Phaeton



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Mr. Nethercutt, along with his wife, began collecting cars in the 1950's, with their first prize winning show car being a 1930 Dupont, which won best in show at Pebble Beach in 1958. That car is displayed, next to Cecil B. DeMille's 1930 Cadillac V-16 Towncar. The Dupont looks like it was finished this year, but is actually a 60-year-old restoration! Commenting on the DeMille towncar, Kyle mentioned that the famous director liked this car so much that he often had the chauffeur sit in the back while he drove the car!



1930 Dupont restored in 1956!

I could fill 20 more pages about Nethercutt cars, but will move on to the music machine collection, which Kyle mentioned he personally maintains and plays. While passing collections of furniture, objets d'arte, and classic car radiator ornaments, we ventured to the fourth floor which is a gigantic music room.



1918 Wurlitzer Organ with 5,300 Pipes



96-key Grand Player Piano

The centerpiece is one of the world's oldest and largest Wurlitzer organs. It was originally built for a Denver movie theater in 1918 and features over 5,300 pipes. The entire fourth floor is actually this organ! Mr. & Mrs. Nethercutt used to host large dinner parties on the 4th floor music room as there is an antique dining table that seats about 20 people.

There were other incredible music machines, including a player banjo machine, and a music machine that plays three violins simultaneously. All these machines work! Being a concert musician himself, Kyle plays these machines and has recorded numerous musical numbers on them. As the climax for our tour, Kyle played some music from ***Phantom of the Opera*** on the Wurlitzer, also accompanied by an enormous grand player piano. This was a tremendous musical epiphany for me that you have to experience for yourself!



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Leaving the Nethercutt, we were on our own for the 30-mile trip to the Reagan Presidential Library. The tour team had suggested numerous restaurants along the way, so we stopped for lunch at Islands Restaurant in the Porter Ranch Towncenter. There we joined fellow tourers Don & Fay Feeney from Hermosa Beach, CA, driving a souped-up '72 Eldorado Convertible. Don said he had the 500 CID engine rebuilt (now 511) with a hotter cam and increased carburation putting out over 600 HP. Talk about a torque-monster!

The Reagan Library was another 15 miles, and we passed through Chatsworth where there were some incredible hills and canyons. This typified the very carefully thought out and directed routes that Rob, Craig and the NDT team had laid out – incredible scenery! Because it was Saturday, the Reagan Library was very crowded; however we were fortunate to get there mid-afternoon as many people were leaving, so we could find a suitable parking spot for our big '67 DeVille. The Library naturally depicted Reagan's life and presidency, and was capped off by a display of his actual Boeing 707-based Air Force One. Also, on display was his 1983 Fleetwood Presidential limo.



The Reagan Air Force One – a Boeing 707 – not as big inside as I imagined

A feature of the Library was an exact copy of Reagan's Oval Office, complete down to his favored jars of jelly beans. While not wishing to make a political statement, I was struck by a plaque that was displayed on his Resolute Desk. It said "*There is no limit to what men can do if nobody cares who gets the credit.*" That was a refreshing thought considering today's complex political atmosphere! Leaving the Reagan Library, we made our way back the 30 miles to our HQ hotel in Ventura. The coolness of the coast was most welcome as inland the temps had reached almost 100 degrees. We had dinner in the Ventura harbor-front at a small bar and made our way back to the hotel. It had been a full and fulfilling day!



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TOUR DAY 2 – SUNDAY, 8/5

To avoid legendary work-day Los Angeles traffic, our NDT tour team arranged for us to make our final foray into Los Angeles on Sunday. Today we were focused on the Petersen Automotive Museum in downtown LA, then off to an optional tour of the Getty Museum in West LA.

We started on a scenic drive down the Pacific Coast Highway all the way through Malibu to Sunset Boulevard, arguably the most famous street in Tinseltown. The coast was foggy, partly because of the atmospheric conditions created by CA wildfire smoke. By the time we hit Malibu, it was starting to get crowded. We then turned inland onto Sunset Blvd., which is a very winding and hilly thoroughfare that goes through Palisades, Bel Air, Beverly Hills, Westwood and West Hollywood. At times we thought we somehow drove into a “metro Grand Prix”, as we had folks in SUV’s racing by. Alan’s ‘67 was keeping up with traffic and handled the turns, hills, and passing idiots very capably, but we chose not to mix it up with hopped up Porsche Cayennes.

We arrived at the Petersen on Fairfax Avenue in downtown LA and were directed to a special parking area for our Cadillacs in the museum garage. Debbie and I have been to the Petersen numerous times, including when it opened in 1994, but we hadn’t been there in the last 10 years.

We participated in a special tour of the “Vault”, the un-air-conditioned basement storage area where all collection cars not on display are stored. This is one area where pictures are forbidden and visitors are in tightly guided groups. There were some interesting Cadillacs here including a 1906 Tulip roadster, 1957 Eldorado Biarritz owned by the wife of one of the big investment firms (I forget which), and a very interesting custom 1941 Series 62 Coupe with a padded top that was a gift of Clark Gable to his wife, Carole Lombard. It was said that it was Lombard’s favorite car, and when she was tragically killed in a plane crash in 1942, grief-stricken Gable couldn’t look at his wife’s beloved Cadillac and he had it sold.

There were some celebrity cars, including the 1955 Chrysler Imperial Parade Car owned by the City of Los Angeles for visiting dignitaries. Ferdinand Marcos’ armored 1979 Mercedes 450 SEL was there, along with some Soviet-era limousines. A James Bond Aston Martin was also in view. My favorite car, and by far the rarest, was a 1929 Ruxton roadster painted a very bright purple. I wish I could have gotten a picture of that car, it epitomized the Roaring Twenties!

We then had the run of the main museum, where there were special displays honoring Porsche and “Pop Art” low-riders (an eclectic selection!). The “Porsche Effect” display highlighted the 1938 Type 64 prototype built by Ferdinand Porsche that started it all (pictured right). This car looked like a floating teardrop and obviously influenced the design of early 356s.





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Debbie Piel (aka "MiMi") with our grandson Owen's favorite – Lightning McQueen

Star cars included the Batmobile and the Bat Cycle, as well as the movie ***Thelma and Louise's*** 1966 Thunderbird convertible (NOT the one that went over the cliff). Our favorite, on behalf of our 4-year old grandson, Owen Piel, was the Lightning McQueen car from the animated movie ***Cars***.

After a much-appreciated catered box lunch in the air-conditioned Museum penthouse, our tour group was free to stay at the Petersen or make our way to our next informal stop, the Getty Museum in West LA. It was now early afternoon, so we decided to make our way to the Getty Museum. We backtracked up Fairfax and turned onto Sunset heading west, rejoining the Sunset "Grand Prix", this time with some

Land Rovers and a Lamborghini. As we approached the Getty driveway which parallels the San Diego Freeway, we could see traffic in a severe back-up. We inched our way along for 10 minutes and then decided to bag the Getty site and head back to the coast. (Later we spoke with several tour mates who said it was so crowded that by the time they got to the actual Museum, it was almost closing time.)

We decided to go back up the Pacific Coast Highway through Malibu to "Paradise Cove", the site in North Malibu where the TV show ***The Rockford Files*** was filmed in the 1970's. Our tour directors had indicated there is a popular restaurant right on the Ocean, so that sounded very inviting. They also cautioned that if you park there but don't eat at the restaurant, the parking fee is \$50. We arrived at Paradise Cove and it seemed as if every Los Angelino that wasn't at the Getty had gone to Paradise Cove! The 100+ degree weather in LA drove everyone to the beach, so this was to be expected. I successfully negotiated (with a nice tip) a very large and safe valet parking spot and we made our way into the restaurant, where we were told it was a two-hour wait for a table. We had a couple of drinks and bided our time, finally getting an ocean-front table and had a great seafood meal. All-in-all, it was worth the wait.



The sunset over Mugu Rock made our wait at Paradise Cove worthwhile!

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The timing worked well as we exited the restaurant about 20 minutes before sunset. So, with top down, we pointed the '67 north on the PCH enjoying the setting sun. Just as we approached Mugu Rock, the sun finally hit the ocean and we enjoyed one of the best sunsets we've seen.

TOUR DAY 3 – MONDAY, 8/6

With the LA part of our tour in the rear-view mirror, Day 3 pointed us north to Santa Barbara and Mission Santa Barbara, about a 45-mile trip going along a scenic drive. Our morning drive-up the coast was designed to take us through areas of drought and recent fires and mudslides. The trip in the mountains around Lake Casitas is both awe-inspiring and sobering, considering the desert-like conditions. Lake Casitas, normally a sizeable reservoir with a deep lake is now almost a huge mud-puddle. Phil Terry, CLC Regional VP and tour participant from AZ, warned that if anyone had a breakdown, be careful about pulling off into a brushy area, as the heat of the car's exhaust could ignite a fire. Fortunately, no one ended up in that situation.

It was a bit of a shock to get out of the car in downtown Santa Barbara as it was now well into the 90's and Alan's '67's air conditioning had kept us quite comfortable. We decided to try Los Arroyos, a Mexican restaurant recommended in our NDT tour book, and on the way in we met our new friends from Scottsdale, AZ, Rhonda & Lynn MacLean. Once in the restaurant, we also met up with the Terry's – Phil & Sandi and Ron & Sherri. We had a great lunch and Rhonda and Debbie decided to go shopping while Lynn and I walked down to the Santa Barbara Courthouse and checked out its famed Seth Thomas Tower clock.

The Santa Barbara Courthouse is an imposing Spanish Stucco structure in the heart of downtown with a tall tower. A feature of the tower is a working 1929 Seth Thomas clock. Lynn and I took the elevator up and were actually able to sit in a gallery that overlooks the inner clockworks of this incredible time-piece. We were able to witness the gonging bells signifying the quarter and full hour chimes.



SB Courthouse Tower Clockworks



View from SB Courthouse Tower facing Ocean



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We reunited with Debbie and Rhonda and made the short ride to the Mission Santa Barbara. This is a Spanish Mission founded in 1786 by the Franciscans and built with the help of local Chumash Indian laborers and craftsmen, many of whom converted to the Catholic faith. Again, we had pre-arranged docent tours and enjoyed seeing the grounds and hearing the history. It is still very much a working parish with a beautiful sanctuary.



Front Façade of Mission Santa Barbara



Stearns Wharf on the Ocean in Santa Barbara

At this point we decided, along with Rhonda and Lynn, to beat the heat of the day by heading to the oceanfront of Santa Barbara. There, we met up for drinks on Stearns Wharf, followed by dinner at the Blue Water Grill, a new small chain in SoCal that just opened in Santa Barbara. Here the MacLeans and we had probably the best dinner of the entire tour – again a great recommendation from our SoCal CLC hosts.

The drive back down to Ventura had us on Route 101 hugging the coast, a quicker and very scenic ride!

Stay tuned for Part 2 where we describe the rest of the tour! It gets even better!

[Editor's Note: Photo credits also go to the Nethercutt Museum, The Petersen Museum, Paradise Cove Restaurant, City of Santa Barbara, and Mission Santa Barbara.]



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CADDIE CLASSIFIEDS

Cars For Sale



1948 Series 75 Formal Derham Sedan – Excellent condition – Few miles since complete older restoration including new Madeira Maroon paint, engine and automatic trans rebuild and new interior – New tires – Multiple awards at Capitol Cadillac / CLC Potomac Region cars shows – Same owner past 40+ years – See pictures at <http://forums.cadillaclasalleclub.org/index.php?topic=151521.0> – **Asking \$35,000 obo** – For more info, contact Jack Lowry at 410-628-8061 or sales@lowryandco.comcastbiz.net – Car is located in Phoenix, MD



1961 Coupe Deville – 61k miles – Original Midwest car – Two-owners – 3k miles since 390 c.i. engine and transmission rebuilt – Original body panels with one re-paint – Excellent chrome and stainless – All power works – All-original interior – Trunk has been carpeted – Cadillac wire wheels – Owner's manual and other literature available – See pictures at <http://www.clcpotomacregion.org/61cadillac3forsale.htm> – **Asking \$29,500 obo** – For more info, contact Joe Palmore at 301-785-6622 or 800-225-0582 – Car is located in Potomac, MD



NEW ARRIVAL 1961 Six-Window Sedan Deville Model 6399 – 41,000 original miles – Two-owner car (purchased from original owner in 1987) – Always garage-kept – Olympic White with light blue leather and broadcloth interior – AACA and CLC Senior Award winner – CLC President's Preservation Award at 2017 Grand National – Fully equipped – A/C, cruise control, power steering, brakes, and windows – Six-way power seat and electric trunk pull down – Radio, clock and more – Autronic headlight dimmer – New radial WW tires – Displayed by GM at the Smithsonian Institute when the new Transportation Museum was recently re-dedicated – Drives and looks like new – See pictures at <http://www.clcpotomacregion.org/61cadillac4forsale.htm> – **Asking \$32,500** – For more info, contact Marc Tuwiner at 301-672-1000 or marct1000@yahoo.com – Car is located in Baltimore, MD



1962 Fleetwood – Fully-optioned, actual 34k mile all-original car – Used by funeral home in Pennsylvania to transport families – Always stored in heated garage – Original paint, drivetrain and interior (deluxe Mohair stamped with Cadillac emblem) – Options include cruise control, A/C, power trunk release, etc. – Carpeted trunk – All paperwork, manuals and brochures available – See pictures at <http://www.clcpotomacregion.org/62cadillacforsale.htm> – **Asking \$32,000 obo** – For more info, contact Joe Palmore at 301-785-6622 or 800-225-0582 – Car is located in Potomac, MD



1962 Park Avenue – 15k mile, all-original documented one-owner car – Rare model with only 2,600 made in 1962 – Original paint, drivetrain and interior with dealer-installed seat covers (front removed and rear still in place) – All options that were available on the Park Avenue – All paperwork, manuals and brochures available from new – Engine being detailed for Hershey – Two black 1962 Fleetwoods will be available for sale soon: both with similar mileage – See pictures at <http://www.clcpotomacregion.org/62cadillac2forsale.htm> – **Asking \$37,000 obo** – For more info, contact Joe Palmore at 301-785-6622 or 800-225-0582 – Car is located in Potomac, MD



1964 Deville Convertible Project Car – Originally Nevada Silver Metallic, currently red – Showing 39,571 miles on odometer – Accessories include climate control, AM/FM, power bench seat and parade boot – Interior is red vinyl in the original seat pattern – Original transmission, engine and climate control system have been rebuilt but need some work – Many spare parts included – Clean Virginia title – See pictures at <http://clcpotomacregion.org/64cadillacforsale.htm> – **Asking \$8,000** – Additional photos available upon request – For more info, contact Steve Zaricki at 570-814-6418 or TerpMtneer@aol.com – Car is located in Annandale, VA



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1978 Eldorado Biarritz – Yellow paint with immaculate yellow leather interior and yellow vinyl roof – 28,400 original miles – Always garaged – Classic story, “little old man dies, wife doesn’t drive” – Excellent condition – Cold air – Last of the big ones – In fact, this car is so big and the leather seats are so comfortable that it feels like you’re driving a sofa – Six People’s Choice Awards at Capitol Cadillac car shows – Additional pictures available for interested buyers – **Asking \$13,900** – For more info, contact Harry Yarnell at 410-272-0873 or harryyarnell@verizon.net – Located in Perryman, MD close to I-95 near Aberdeen

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